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SUBSCRIPTIONS
 13 issues of Fast Car are published per annum
 UK annual subscription price: £54.35
 Europe annual subscription price: £78.00
 USA annual subscription price: £78.00
 Rest of World annual subscription price: £84.00

CONTACT US
 UK subscription and back issue ordering: 01959 543 747
 Overseas subscription ordering: 0044 (0) 1959 543 747
 Toll free USA subscription ordering: 1-888-777-0275
 UK customer service team: 01959 543 747
 Customer service email address: subs@kelsey.co.uk
 Customer service and subscription postal address:
 Fast Car Customer Service Team
 Kelsey Publishing Ltd
 Cudham Tithe Barn,
 Berry's Hill, Cudham,
 Kent, TN16 3AG
 United Kingdom

KELSEY SHOP
www.kelseyshop.co.uk

WEBSITE
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DISTRIBUTION
 Seymour Distribution Ltd, 2 East Poultry Avenue | London, EC1A 9PT
www.seymour.co.uk
 Tel: 020 7429 4000

PRINTING
 William Gibbons & Sons Ltd

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ED SPEAK

Stance. It's a controversial word in car culture at the moment. A word that divides opinions and even provokes hostility. People get genuinely upset about cars that follow the fitment scene. Dismissing it as stupid, dangerous, and pointless. Everyone is entitled to their opinion, but just because you don't like something doesn't mean it's not worthy.

From a personal point of view, some aspects of the fitment scene aren't for me. I'm not a great lover of extreme camber, for example. But done right, I also know the amount of thought that goes into nailing certain looks. The science behind picking the correct offset and width of your wheels, calculating the right amount of stretch, and then dialling in the perfect amount of drop and camber to get the lip of the alloy to sit flush to the arch is an art form in itself. We are talking millimetre perfection here, on a number of variables.

So if you don't like the fitment scene, that's cool. All I ask is that you don't dismiss it as easy or stupid. Each to their own and all that, people.

All cars have 'stance' though and that's what this issue is about. Not just the fitment aspect of the word, but the whole world of stance: from wheel and tyre choice, to the way a car is set up for its primary purpose, whether that's for show or go. The correct stance is just as important at a track day as it is at a Hellaflush meet. Stance is just a word. It's the application that's important...

Big Love,



SLIM JULES
 EDITOR

"Japfest was a hot one!
 Has anyone got any
 deodorant? Asking for
 a friend."

Seventeen years in
 publishing including a spell
 as a paparazzi, IMIAL Level
 2 Mechanic, Poppadom
 Eating World Championship
 runner-up, Race National B
 Licence holder.
jules.truss@kelseymedia.co.uk



MIDGE
 CONTRIBUTING
 EDITOR

"Has anyone got any aloë
 vera? My bonce is as red
 and sore as a porn star's
 poop shoot."

Uber-short serial Gumballer
 and monster truck driver,
 IMIAL Level 2 Mechanic,
 built 12 feature cars, five
 cover cars, five rally cars,
 has a degree in pottery and
 an addiction to Red Bull.
james.burn@kelseymedia.co.uk



INITIAL G
 ART EDITOR

"How long until autumn?
 My complexion can't take
 this extreme heat."

Thirty years of design
 experience, champion
 archer and currently
 working on proving
 inflationary cosmology
 propagation, through
 vacuum energy.
graham.morecroft@kelseymedia.co.uk



GLENDAA
 WEBSITE EDITOR

"Jules, did you find any
 deodorant? And I'm not
 your friend, I'm
 a colleague."

Social media guru,
 Gumballer, IMIAL Level
 2 Mechanic, beard
 connoisseur, fully qualified
 lifeguard, purveyor of super
 lows and very large feet.
 Also likes cars rather a lot.
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Taste the rainbow

£75M SECRET SUPERCAR MEET

We join Akrapovic UK as over £75 million quid's worth of supercars get together for the mother of all car meets....

Words & photos Supercar Sid

Usually, if you spot one or two supercars at a car meet, you're doing well. So imagine over 300 of them! That's what happened recently when we joined Akrapovic UK at Bruntingthorpe Proving Ground, as Supercar Driver gathered an epic line-up of cars – £75 million quid's worth in fact!

The Secret Supercar Meet, Powered by Michelin, is the season-opener for Supercar Driver. It gives members the opportunity to get together after the cold winter months and look forward to a busy summer of events.

Although the rain did its best to dampen spirits, by 10am, the airfield was beginning to fill up as more and more members arrived. The scale of this event is seriously impressive, with pretty much every make and model of high-end performance car, supercar and hypercar represented there.

The members parking stretched for around a quarter of a mile, with dozens of Lamborghinis, Ferraris, Porsches, McLaren, Mercedes, BMWs, Maseratis, Audis, Jaguars and Aston Martins. This spectacle was worth the trip alone, but

there were some extra special treats in the main display area.

With the sponsors stands either side, in the middle sat two rows of automotive exotica. It was like a who's who of top supercars, which included two Bugatti Veyrons, two Koenigsegg Ageras, a Ferrari Dino, two F50s, an F40 an Enzo, a Pagani Zonda, and – the undoubtedly stars of the show – a Ferrari FXX and an Aston Martin Vulcan.

Hot damn!

At 1pm, the organisers gathered everyone together for the coveted SCD group shot. There was a flurry of activity as the marshals, guided by a rather brave photographer in a cherry picker, arranged many millions of pounds worth of cars into a neat order.

Thanks to PERON Distribution (Akrapovic UK) and everyone at SCD for running such a fantastic event, and to the members for raising over £22,000 for the Bluebell Wood Children's Hospice.



Ferrari F50 and Pagani Zonda



Yes, that is a Ferrari FXX



Nothing to see here, just one of those 800bhp Aston Martin Vulcan things



Koenigsegg Agera anyone?

APPRECIATING DEPRECIATION



AUDI S8 (V10)

The Audi S8 will always be cool. That's just a fact. Taking an oversized luxury saloon and shoving in an unnecessarily large amount of horsepower is a recipe for success. Look at the first-gen S8 in the movie Ronin. It scampered around like a startled gazelle with an Exocet missile up its backside.

Of course, shoving an unnecessarily large amount of horsepower into an oversized luxury saloon is also a recipe for crap residuals, which is very good news for people

like us. Let the rich fat cats pay top dollar for these insane cars. We'll happily enjoy the fruits of their crushing depreciation.

Consider the second-gen S8. Among its various engine options, you could spec a rumbling 6.0-litre W12 or, even better, a 5.2-litre V10. Why is the V10 better? Because it's basically a Lamborghini Gallardo engine; same power as the W12, but much more hysterical delivery. So this massive, fabulously-equipped 444bhp ubersaloon

will run from 0-62mph in 5.1 seconds. A little over a decade ago, a shiny new S8 V10 would have cost someone over £70,000. Today you can pick one up for comfortably under £10,000. Which, for supercar power and opulent luxury, sounds like the bargain of the century.

**THEN £70,000
NOW £10,000**

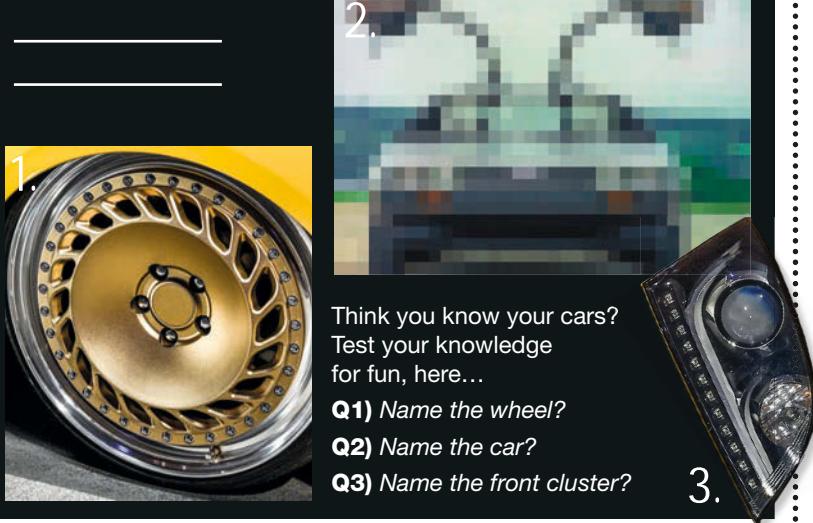
UP FRONT

Quiz Time

Word Search

There are eight Vauxhall models in here, how many can you find?

R	C	A	L	I	B	R	A	N	C	Y	F
F	U	V	D	H	S	I	G	N	U	M	B
Z	U	E	D	B	I	V	G	E	J	M	W
A	M	C	V	G	T	Y	A	T	F	H	E
F	S	T	Z	V	Q	D	M	D	T	H	K
I	K	R	Z	H	B	N	C	N	L	X	I
R	D	A	Y	B	B	E	O	U	O	V	H
A	A	S	T	R	A	I	Z	M	F	V	M
P	V	D	I	V	H	L	E	I	E	D	A
L	C	B	L	M	O	E	G	W	O	G	V
X	D	F	Q	Y	Q	W	I	F	V	T	A
B	Y	V	C	O	R	S	A	E	D	S	S



Think you know your cars?
Test your knowledge
for fun, here...

Q1) Name the wheel?
Q2) Name the car?
Q3) Name the front cluster?



Answers are in Arse End over on page 113 Good luck!

Next month: we go to
Infiniti and beyond



Coming Soon

The Infiniti G37 is quite a rare sight in the UK, but if you do fancy investing some of your hard earned into Nissan's luxury brand, you'll be getting huge bang and exclusivity for your buck. Then you can make it even more unique by bolting on a Liberty Walk kit, air ride, WORK Meister wheels and a Vortech supercharger! Imagine what that'd look like? Actually, you don't need to. You can just buy next month's issue and check this one out...

"WASHING YOUR CAR SHOULD BE A PLEASURABLE EXPERIENCE. A BIT OF LONE TIME BETWEEN YOU AND YOUR PRIDE AND JOY. THE WHIFF OF BUBBLE-GUM SCENTED DETAILER IN THE AIR, THE SATISFACTION OF THE FINAL MICROFIBRE BUFF – THERE'S NOTHING QUITE LIKE A GOOD CLEANING SESSION..."

But there's one thing that tries its very best to ruin the experience for all of us. It has the ability to turn what should be a treat into a stressful chore.

What am I talking about? The jet wash. Or to be more precise, the high-pressure hose it relies on!

You can show this piece of crap as much respect as you like, but it'll fight you all the way. It straight up refuses to unravel. It will push your bucket over, scratch your paintwork and get stuck under your wheel at every bloody opportunity. The bastard thing won't even let you put it away without a fight.

But worst of all, the arrogant prick knows we need it. Can someone please invent an alternative?!

The Angry Man





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HOT RIDES: NISSAN S13

Words Dan Bevis Photography Viktor Benyi



Sexpress

This is no ordinary S-body Nissan. This is Carl Taylor's freshly-built 180SX, and it's come here to kick sand in your face and pinch your lunch money...





There's a lot of drift cars out there, and a lot of S-body Nissans, and the crossover on that particular Venn diagram is pretty sizable.

But when a car as flawlessly put together as Carl Taylor's S13 presents itself, we can't help but take notice.

This is a machine whose entire spec list exudes such perfection, such inherent rightness, that you can imagine it taking home show trophy after show trophy until its owner's house was creaking under the weight of silverware. But instead, this S13 has been built with performance and aesthetics on a level pegging. And given that it looks divine, you can imagine the quality of the engineering beneath...

Naturally, given the ostentatious way the ever-surprising Mr Taylor lives his life, this was always bound to be a star-studded build, rocking all the correct scene-friendly parts and crafted to be a flawless show-winner as well as an eye-bleedingly fast and ear-shatteringly noisy creation. If you're unfamiliar, Carl is one of the brains behind the Players Shows, and these effervescent shenanigans are all in a day's work for him. He's also a marketing superhero for Air Lift, with ties to Rotiform along with some of the most aspirational brands in the aftermarket. And what he doesn't know about badass show-stopping rides could be comfortably felt-tipped on the back of a postage stamp.

You could argue there's a certain formula, then. A Carl Taylor build will usually feature a ground-breaking new wheel design from Rotiform in a set of hashtag-worthy widths and offsets, some manner of wide-arch kit or other aggressive bodywork finished in an attention-grabbing shade or pattern, plus endless power and some bespoke Cobra seats from which to enjoy it all.

But to generalise his work like this would be to do him a great disservice. Carl's one of the guys who works hardest to push our scene forward, and when he decides to have a crack at an S13 180SX, that's something for us all to be excited about. You may most closely associate him with E36 BMWs or big-power Audis, so this is quite an entertaining new string to his bow.

Now, you don't get to be the figurehead of an industry powerhouse like Players without

having a few ideas buzzing around the old brainbox. Here's a man who, after all, can count around 50 cars in his personal history, every single one of them being modified in some way or another – so of course he had a plan for this car. Being his first JDM build, he had to come out swinging, so job one was to strip the 180SX down to first principles and build it up right, straight from the start. This enabled him first and foremost to ensure the base was strong, that everything was arrow-straight and solid before he set about artfully reworking it all. He had a cartoonishly brutal colour choice in mind – Porsche's Signal Green – which you'll note is not only slathered skilfully all over the exterior, but comprehensively covers the stripped interior too. No half measures here. This is the real deal.

The decision was made to keep the interior stripped in the racer style, entirely devoid of any sort of sound deadening or superfluous trim because, well, that crap just slows you down, doesn't it? So aside from the custom Cobra buckets on their Street Faction mounts, the MOMO x Illest steering wheel, the custom rollcage and the towering hydraulic handbrake handle, you won't find a lot else in there. No cupholders for your Big Gulp, no place for your old parking tickets and Werther's Originals, this is essentially a race car for the road. He's only kept the dash and doorcards because



The hilariously shouty Buddy Club exhaust

*Well would you stick a
bonnet over that?*



HOT RIDES: NISSAN S13



Custom Cobra buckets, MOMO x Illest steering wheel, and hydraulic handbrake handle

he's driving on the streets in a hot part of the US, so it's handy to have air vents and somewhere to rest your elbow while you're waiting at the lights.

Race cars need race car power, right? Well, helpfully the 180SX comes ready equipped with an SR20DET, which is a playful sort of engine that loves to rev, loves even more to be tuned, and gets positively giddy at the thought of cramming extra boost in. Carl's now packing somewhere in the region of 300bhp thanks to an uprated Garrett turbo, GReddy intercooler, K&N induction, hilariously shouty Buddy Club exhaust, and a radiator and intake manifold from ISIS Performance (now hastily renamed to ISR Performance for obvious reasons).

OK, 300bhp isn't the sort of figure that always drops jaws today, but only because we're greedy – it's a hell of a lot of thrust in a car this small and light, and importantly it's within the parameters of what the SR20 can take without becoming highly strung and unreliable. This is meaty, accessible power that can be exploited all day, every day, keeping those wide rear tyres over-rotating with hooligan panache.

The motor looks pretty sweet nestled in that bay too, doesn't it? Carl's vision was all about smoothness, and the bay's been fully shaved and attention has been paid to every single bracket, join, angle and mounting to ensure it all looks spot-on. The rocker cover, usually found in red or black, has been painted orange simply to tie it in with the amber indicators in the bumper. Carl likes to drive around with his bonnet off, you

see, to show off that masterful handiwork – and the jaffa hue ties the aesthetic together very neatly. Like Kermit getting off with Fozzie Bear.

You can't miss the bodywork either, that goes without saying. Even if it wasn't so astonishingly green that all the other green things in the world become slightly less green, those Rocket Bunny arches really do make a statement. It's a case of one hand giveth, the other taketh away, as the arches and sideskirts provide ample width to cover the vast new footprint and the ducktail is like

a ghetto preacher raising his arms heavenward, but the rear bumper is demonstrably absent, deliberately revealing the factory 'X' pressings that were always meant to be hidden. This is a clear nod to drift culture, echoing the countless S-bodies that have run the wall a little too close, lost the rear bumper and just kept on going. Carl's augmented this nod to drift heritage with some flawlessly executed aero addenda; high-quality carbon-fibre canards, front splitter, and beautifully aggressive rear diffuser. This means business on every level.

Engine mods include uprated Garrett turbo, GReddy intercooler and K&N induction





Cobra buckets sit on
Street Fraction mounts



Custom rollcage

"Of course the thing's running air-ride – but you had to look closely to find out, didn't you?"



HOT RIDES: NISSAN S13

Rotiform three-piece splits (11.5x18in up front 13x18in out back), wrapped in sticky Falken rubber



Naturally there's a fresh new set of Rotiforms here. Carl deviating from the future-facing norm with something overtly retro: those satin black four-spoke RBQs are actually three-piece splits, measuring 11.5x18 inches up front and a mighty 13x18 inches out back, all wrapped in sticky Falken rubber. And the really exciting story here is the way the thing sits. You see, knowing Carl's an advocate of Air Lift's various height-altering technologies, you'd assume this S13 would be running air-ride – the hunkered-down stance would certainly suggest so. But hang on a minute. Look in that stripped-out boot area, there's no evidence of it. No tanks, no lines, no compressors. Has Carl bucked his own trend and swapped to static?

Aha, no. It's even more clever than you think. The 180SX is indeed bagged, but Carl's had the help of Gino at Vaderwerks

to sneakily hide it all from view – the compressor and manifold are secreted behind the dash, the air tank is tucked up in the passenger footwell, and the 3H controller mounted on the dash where you'd normally expect to find a stereo. Yes, of course the thing's running air-ride. But you had to look closely to find out, didn't you?

This vivid and imposing 180SX is a car that ticks a lot of boxes. It's a show car, a drift car, a road-racer... it's also an innovator, a showcase of new technologies, a testbed for fresh ideas, and above all, it's a very Players-appropriate build. Something so clean it'd make Mr Muscle weep with jealousy, yet so capable it could comfortably snarl from the show-and-shine to the drift arena, the track or the dragstrip.

The boy's killed it again. This isn't just a modded S13. It's your new favourite S13. □

TECH SPEC: NISSAN S13

STYLING

Porsche Signal Green paint; Rocket Bunny widebody kit; carbon fibre canards and front splitter; rear bumper delete; carbon fibre diffuser; Kouki tail lights.

TUNING

SR20DET 2.0-litre 16v twin-cam turbo; full Buddy Club performance exhaust system; GReddy intercooler; ISR Performance radiator and silicone hoses; ISR Performance manifold; HKS blow-off valve; custom Garrett turbo; K&N hard-pipe induction; relocated race battery.

CHASSIS

11.5x18in (front) and 13x18in (rear) 3-piece forged Rotiform RBQ wheels; 265/35 (f) and 315/30 (r) Falken Azenis RT615K tyres; Rotora forged 6-pot front callipers with 320mm discs; Nissan 350Z rear brakes with twin callipers; hydraulic handbrake with Wilwood master cylinder; full Air Lift Performance air-ride setup with 3H management – compressor and manifold hidden behind dash; tank in passenger footwell; Voodoo13 toe; camber, traction and tension rods; Megan Racing anti-roll bars.

INTERIOR

Fully stripped and painted Porsche Signal Green; custom rear rollcage; Cobra Suzuka Pro Custom seats with Street Faction custom seat mounts; Cobra 6-point harnesses; Momo x Illest steering wheel with NRG release boss.



An absent rear bumper reveals the factory 'X' pressings



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B17



bola.

B18





Old skool cool



WORDS: Jules Truss PHOTOS: Chris Frosin & Jules Truss

JAPFEST

EUROPE'S BIGGEST JAPANESE CAR SHOW

THE LAND OF THE RISING SUN CAME TO SILVERSTONE (AND WE GOT BURNT)...



It was definitely hood down weather



How was your holiday?" "I haven't been on holiday – I've been to Japfest!" That's right people, Japfest was a scorcher and we're not just talking about the weather. The cars, the action and the atmosphere were all lit.

Apparently it was the hottest May Day bank holiday weekend on record and Midge's shiny red bonce could certainly vouch for that! Temperatures reached 28.7°C and peaked at over 35.3°C in Glenda's pants – he really does love a well-modified Jap car.

But enough about the weather. That wasn't what made Japfest 2018 so damn good. It was the combination of all this stuff...

The track was open to all Japanese metal...



OUT THERE: JAPFEST 2018



FAST car STAND

Ahem. We're not being biased here... Without doubt the best collection of Japanese metal on display could be found on the Fast Car stand. We had 34 cars turn up in total, everything from a juiced Honda Acty to a Litchfield tuned and Liberty Walk-kitted GT-R. We even managed to get almost every generation of the Honda Civic along! We'd like to thank everyone who turned up and made us look so good. We owe you all a beer. So next time you see Glenda in the pub, give him a nudge and he'll sort you out.





Severn Valley brought the world's fastest SUV along! A 237mph Qashqai



Phil's juiced Honda Acty



See more of Craig's EP3 on page 62



Nino's 370Z chilling with Aaron's immaculate Evo IX



Clean those dishes Nick

Simon Lynn's static EK



Dan Smith's stunning R32



Chris Ball's gorgeous EF



The UK's best EK9 owned by Andy Boyle



Full feature on Simon Davies's Soarer coming soon



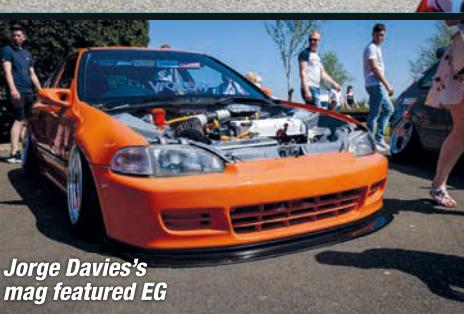
Naj Shah's S15



James Northfield's lovely FN2



Everyone wanted to take Martin Tristram's R32 home



Jorge Davies's mag featured EG

OUT THERE: JAPFEST 2018



Retail Village

Without doubt the busiest section of the show was the Retail Village. This is where all the traders were showcasing, promoting and selling their products and the punters went absolutely mental for the bargains and promotions on offer. A big shout out goes to EBC who had one of the biggest and best displays.



Club Cars

The biggest Japanese car show in Europe isn't just Japfest's tag line, it's an actual fact! This is helped by the hundreds of clubs that support the show and bring along thousands of cars with them. What makes this even more spectacular is the fact the majority of these club cars are of a very high standard and aren't just there to make up the numbers. There were some right gems amongst them too; we spotted everything from 22B Impreza to Sileightys. Very cool!



Steve Putt's amazing RX-7 was in the Anniversary Display



Club cars for as long as the eye could see



And the winners are...

There was more silverware up for grabs than at a local antiques convention, with prizes being handed out for the best Club Stand, Tyre Challenge and Drift King winners. Here's who won what...



Best Clubs

There were three club stand awards up for grabs. First up was the best one-make club stand and this was amongst the hardest to judge. The 350Z Owners Club came close, but MKIV Supra OC just edged it. The Best Regional Club went to the Subaru Owners of Northants. While the top prize of Best Overall Club went to the GTR-OC, who brought along a sea of R32s, R33, R34s and GT-Rs.

Show and Shine

We're glad we weren't on the judging panel of this year's competition. That honour went to Show and Shine sponsors Phat Detailing. And they concluded that Marcus's Subaru Impreza STi was the best of the bunch.



Winner winner chicken dinner



Drift King

There was an awful lot of smoke coming from the circuit, thanks to the guys competing in the Drift Kings competition. Jason Clarke was the best of the lot in his Mazda RX-7. Congratulation Jason. We're guessing the prize money will be going towards some new tyres?



Tyre Challenge

Everyone who entered the Tyre Challenge was a winner because they got to meet our very own Midge – the lucky sausages. The idea here was quite simply to see who could change a wheel in the quickest time, and we are pleased to report that this was Adam Bradshaw. Expect a call from Ferrari F1 Adam. We believe they had scouts at the show. Or was it Kwik Fit?



Sprint Test

If going around in circles isn't your thing but going batshit fast in a straight line is, then the guys at Turbosmart had you covered with this year's Sprint Challenge. The 4WD category was won by Alex Mallia in his GT-R; the FWD winner was Shaun Prince in his Mazda 3; while the RWD title was taken home by Cliff Scholes in his MR2.



Nankang Track Time

Japfest wouldn't be Japfest without an abundance of Jap-only track action, from the drift demos and anniversary parade laps to the public track time. Silverstone's famous tarmac didn't get a moment's peace.



OUT THERE: JAPFEST 2018

Happy Birthday
Hachi-Roku



Toyota Corolla AE86

The fifth generation of Toyota's Corolla was launched in 1983 and its lightweight chassis, tunable 4A-GEU engine and rear-wheel-drive configuration soon helped it become a legend amongst the modified car community.

These assets made the AE86 perfect for all types of motorsport but the Hachi-Roku (which means 86 in Japanese) will always be associated with drifting amongst the Japanese car fraternity. They are still a desirable choice amongst modern day drifters, although appreciating prices have made them less common on the drift circuit in recent years.

ANNIVERSARY DISPLAYS

There were some big celebrations going down at this year's Japfest as

Toyota's legendary AE86 Corolla turned 35, while both the Mazda RX-7 and Toyota Supra celebrated the big four zero. To mark this occasion Japfest put on three anniversary displays that showcased the best examples of these Japanese icons from across the UK...



Mazda RX-7

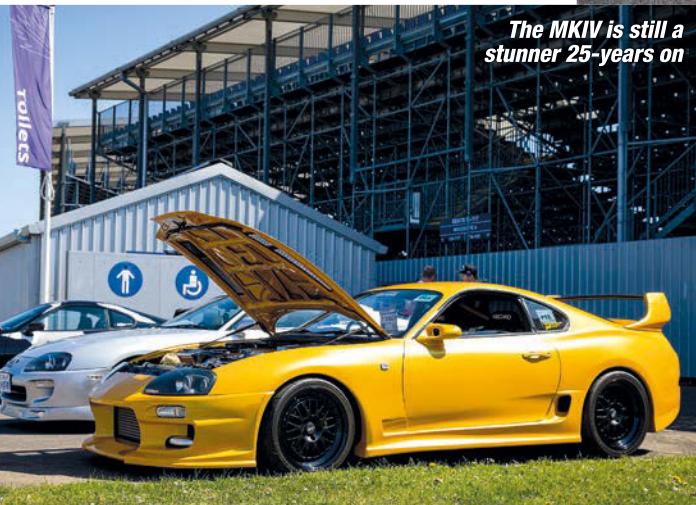
In 1978 Mazda launched its first generation of the now legendary RX-7. Sharing the same front engine, rear-drive characteristics that made the AE86 so popular, the RX-7 was an instant success in Japan.

The second generation FC was launched seven years on and carried on the car's popularity. Although for many, it was the third generation FD that really propelled this car to iconic status with the first-ever mass-produced sequential twin turbo engine, the 13B-REW at its heart.

Twenty-six years on and the FD RX-7 is as pretty and as popular as ever, as this year's event proved!



Who doesn't love an RX-7?



The MKIV is still a stunner 25-years on



Toyota Supra

Just like Mazda, Toyota also launched their now legendary sports coupe in 1978. We are of course talking about the first generation Supra, derived from the Toyota Celica.

It wasn't until 1986 that the Supra became a stand-alone model and in 1993 the Mk4 was launched with a twin turbo, straight-six engine to take on Nissan's mighty GT-R. This RB26 V 2JZ rivalry still lives on today and many battles have been lost and won on the track, drag strip and street.



Missed the bus?

OK, so you'll have to wait another year until Japfest Silverstone comes around again. But not all is lost. If you missed this event or if you want another hit of Japanese madness before next May, you're in luck! Japfest Donington takes place on Saturday 30 June. Get your tickets here, www.japfest.co.uk.

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HOT RIDE: GOLF MK3 GTI

Words Dan Bevis Photography Jules Truss



...AND THAT'S A WRAP

After years spent languishing in farmyards and garages, Daniel Beckwith's Golf GTI finally made its show debut at Ultimate Dubs. We were there as he unwrapped his gift to the scene...



There are few modifying scenes quite as competitive as the VAG crew. Certain touchpoints through the show calendar ensure everyone's constantly clamouring for a fresh look to shock and amaze.

You've got to roll into Ultimate Dubs with a new set of rims or a flash new colour, then change it all up for Wörthersee, and by the time Players rolls around at the end of the season the car will be unrecognisable from how it was just a few short months ago. For this reason, you find a lot of people battering their credit cards again and again, money seemingly no object in the pursuit of likes and shares.

But for some people, it's more personal. People like Daniel Beckwith, who have come from a household passionate about cars, whose VAG builds are based on cars that have been with them for years and years. These people aren't scene butterflies or fashionistas. They're in it for the love. The Mk3 Golf GTI you see here hasn't simply been snapped up because the Mk3 is on-trend right now. It's been sitting in the wings for years, biding its time and waiting for its moment to shine.

"It's all my dad's fault really," Daniel laughs. "He was a mechanic when I was young, working for Land Rover and being into off-road stuff as well as the classics.

I was always with him on road trips and going to shows, and my passion for cars grew from there."

When he turned 17, he got himself a Rover 400 as a first car, and proceeded to do what every burgeoning petrolhead does: fill it with massive speakers. "The first thing I did was drive down to Car Audio Security – they had a sale on," Daniel grins. "I got a new sub, amp and headunit. Plus obviously a load of stickers"

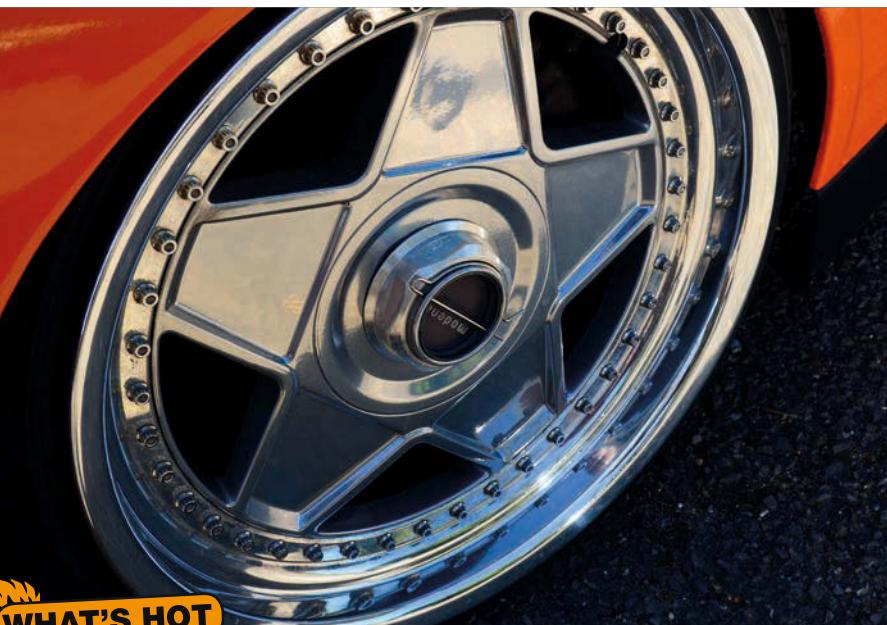
Stickers add horsepower when you're a teenager, everyone knows that. But unfortunately it won't save your cambelt from snapping and sending all the valves bouncing around the head, which is what happened next. A serendipitous occurrence, however, as it led to Daniel buying his first Mk3 Golf. A 1.4, which inevitably also received the requisite stickers as well as being lowered. And it was then that things started to snowball.

Fate decided to roll the dice at this point, and it came up double-sixes for Daniel: his dad was working for Audi by this time, and a Mk3 Golf GTI 16v came in as part-exchange. It had received a respray in the recent past and was running alluringly low along with having a few external upgrades. Unbeknownst to Daniel, his dad bought the GTI for him as an 18th birthday present! How awesome is that?



Totally awesome, that's how. But not quite the dream scenario you might imagine, as it's not all that easy for an 18 year old to insure something with a GTI badge. Indeed, after running the numbers and losing heart somewhat, Daniel was forced to park the car up on the family farm and, until it could become insurable, swap some of the pretty bits onto his little 1.4.

Time has a habit of whooshing past while you're busy getting on with life, and it was a full four years before the GTI found its way off the farm and into his garage. By this point, the 1.4 Golf was long gone and a few



WHAT'S HOT

Supercar rims Autostrada wheels are a real connoisseur's choice. The Modena design you see here on Daniel's Golf has been out of production for some time, so it's not like you can just stroll into Halfords and order a set. Everyone wants Autostradas, and on the rare occasions a set does come up for sale on the second-hand market it invariably results in a feeding frenzy in the wheel whore shark pool.

The Modena design is a loving tribute to the wheels you'd find on the Ferrari F40, and they give the Golf a flavour of Italian style. Daniel bought them from a mate. As you can imagine he's got no plans to let them go! They measure 8.75x17 inches up front and a 9.75x17 inches out back, and they had everyone swooning at Ultimate Dubs with their retro supercar vibe.



HOT RIDE: GOLF MK3 GTI

"I decided to go stupid and get it done in bright orange!"



other VAG motors had made an appearance. Around this time, Daniel fancied something a bit more grown-up and got himself a Bora PD150 to play with.

"I spent a lot of time modifying the Bora with air suspension that I made, and I bought in parts on low money, while the Golf sat there in the garage," he recalls. "A friend of mine had a set of Autostrada Modena wheels that he bought and refurbished. When he then came to sell them he asked if I'd like them. I didn't have the money at the time, but he said I could pay him monthly. When I saw them, being

three-piece splits that I knew I could never normally afford, I jumped at the chance!"

The Bora was moving on apace, but this quickly led to some decision-making: "The time came that driving a modified car everyday was taking its toll," he says. "So I stripped all the parts off the Bora and put it back to standard, and that's when the Golf started getting some love."

The GTI had been waiting very patiently indeed, and was no doubt overjoyed to learn its time had come. (You know, as overjoyed as a car can appear to be.) Daniel sold the air-ride system from the Bora, and

reinvested the funds with a company called Air Systems UK who were able to offer custom struts for the Mk3 at a very reasonable price. He then called upon a good friend, Guy Davies, to fit out and install a show-quality boot build without breaking the bank. The Autostrada wheels were refurbished by Voodoo Motorsport, and the pieces of the jigsaw puzzle were really starting to come together.

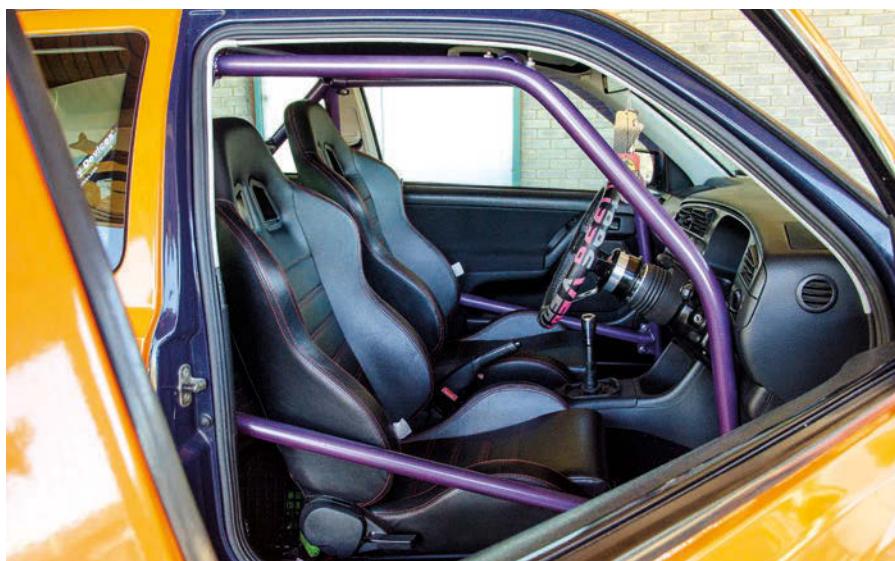
Well, sort of.

If you lay a car up for seven years it's going to need a bit of remedial work to get it on the road, no matter how good it was when you parked it up. So the to-do list started growing by the day. But Daniel's a practical and methodical sort of chap, so he didn't see problems here, only solutions. Sleeves were rolled up, and the work commenced without delay.

"Various parts started failing, as you'd expect," he remembers with a slight wince. "And when the winter of 2017 came I decided I wanted to go all out on the car – not just fix it up, but really do it properly."

With the various niggles remedied, the first order of business was to source a full Safety Devices rollcage and some sport seats, and as the project was gaining momentum Daniel decided he wanted to get it wrapped. A big visual change like that can really spur you on.

"My friend Rikki at Thirteen Media said he would do it for me, so I got a lovely purple-black flip wrap," he says. "I then bought loads of new parts including the splitter,





*Vertex steering wheel
with snap-off boss.*

Reclining sport seats? Tick!



HOT RIDE: GOLF MK3 GTI



ducts, spoiler and sideskirts, trying to go for a kind of stance/race car look, and in February I dropped it back to Rikki to have everything wrapped.

"But there were a few problems. The wrap kept ripping and it wasn't working out as well as we'd hoped, so we talked about getting a whole new colour. It turned into a last-minute dash to get the car done for its Ultimate Dubs deadline, and I decided to go stupid and get it done in bright orange!"

It's certainly one way to stand out, right? The inevitable Tango/ginger/carrot gags flowed freely, and the car was finished on the Friday night before the show, right down to the wire.

And that's where we caught up with Daniel, his Golf more than speaking for itself, and his own story too intriguing to ignore.

See, you don't need to throw a whole load of money at a project to turn it into a feature car. That's one way to go and it often delivers stellar results, but the path of passion, timeworn respect, and mates mucking in together is a thoroughly respectable route to the same outcome.

"The reactions I got from the car were outstanding," he beams. "I never thought it would happen! I got inside a car show for the first time ever, and photos started flooding in. I finally got the car to the stage I dreamed of back when I was 18."

Don't go thinking Daniel's resting on his laurels though. He's planning an engine swap, and yet another colour change, a revamped interior and all sorts. After all these years with the Golf, he's still just getting started...

TECH SPEC: GOLF MK3 GTI

STYLING

Mk3 GTI with GTI kit removed; wrapped in KPMF Orange by Thirteen Media; smoothed tailgate with Cult Society plinth; GT Tuning rear spoiler; replica Abt sideskirts; Rieger front splitter, upper and lower front air ducts; rare black headlights and taillights.

TUNING

2.0-litre 16v ABF; uprated cams and induction; Style Dynamics decat stainless exhaust system with twin tails.

CHASSIS

8.75x17in (front) and 9.75x17in (rear) Autostrada Modena three-piece wheels; AirSystems UK front and rear bags with AccuAir custom 2-way management; boot build by Guy Davies.

INTERIOR

Safety Devices rollcage – painted Velvet Purple; reclining sport seats; Vertex steering wheel with snap-off boss.

THANKS

I'd like to give thanks to all my close friends for listening to me go on about how I hate the car and want to sell it; my mum and dad for putting up with my stress with it; Guy Davies for the air; Rikki at Thirteen Media for wrapping it and helping me get it finished; and Style Dynamics for the new exhaust system.



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TOP 10 HOMOLOGATION SPECIALS

(...plus Top 5 affordable ones!)



There are few phrases that get petrolheads as fired up as 'homologation special'. Owning one of these marks you out as a connoisseur, someone who appreciates the finer points of motoring.

It also means that every drive you take, whether it's getting up to hijinks down the local lanes or simply popping out for a pint of milk, will be directly linked to the high-octane thrills of motorsport.

Why is this? Well, it's just the nature of the beast. Homologation cars need to exist in order for manufacturers to meet regulations

and be allowed to go racing. Each series differs in its requirements: for example, in the insane Group B era of rallying, manufacturers had to build 200 road-going examples of their entrants and sell them to the public in order to homologate them.

That's why we can enjoy the frankly ludicrous sight of the Metro 6R4, Peugeot 205 T16 and Renault 5 Maxi Turbo driving about with numberplates!

Not all homologation specials are that extreme, of course. Some of them are, to be honest, a bit crap – like the Peugeot 206 GT, which basically existed to homologate

the rally car's longer bumpers (as a road car, it looked like a slack-jawed yokel with a mighty underbite).

And the Renault Laguna Airflow – a BTCC homologation car that was effectively a bone-stock base-model Laguna with a Touring Car front splitter and rear spoiler, along with steel wheels and no-frills interior.

So here, to help you sort the motorsport wheat from the bargain-basement chaff, we've pulled together our top 10 homologation specials of all time... plus five affordable-ish road-racers that you could seek out and have on your driveway this weekend!

FC GUIDE: HOMOLOGATION SPECIALS

LANCIA DELTA S4 STRADALE

Lancia have had a bit of a patchy history, it has to be said. Having to buy back new cars from your customers because they've immediately started rusting does tend to stain your reputation. But they've always been bold technological pioneers, and their successes in rallying can't be denied.

Group B, more than any other rally series, will always be remembered as an era of absolute lunacy, a big-budget arms race that led to the development of some improbably sci-fi cars... and homologation ensured that they had to sell them to the public too!

The Delta S4 Stradale was very far removed from the production-spec Delta: a spaceframed chassis draped with fibreglass panels, it housed a mid-mounted 1.8-litre motor that was both turbo- and supercharged, tuned down to 250bhp in road spec. It had a three-differential 4WD system that made unnerving agricultural noises, but Lancia saw fit to tastefully trim the rally buckets in Alcantara and add air-con and power steering.

It really is a bonkers car. We had a play with one once and the owner wouldn't let us open the rear clamshell to look at the engine because "You might twist it and shatter the back window, and there aren't any spare parts for these cars anywhere in the world". Imagine owning something like this? It must be terrifying. But what a machine!



FERRARI 250 GTO

The granddaddy of them all. The don. The original. The initials in this legend's name stood for Gran Turismo Omologato, and you can guess what that last word translates as. Ferrari produced the 250 GTO between 1962-64 to allow them to race in the Group 3 Grand Touring Car category, and it wasn't exactly what you'd call a volume seller. In fact, only 39 of them were ever built, and it's the first car that springs to the minds of collectors and marque enthusiasts when sparkly-eyed youngsters say to them 'Hey, what's the most expensive car in the world?'

The GTO was designed to go toe-to-toe with such formidable racers as the Shelby Cobra, Jaguar E-Type Lightweight and Aston Martin DP214. It had an astonishing chassis and a howler of a V12, and as well as being one of the greatest racing cars of all time, it was also a total cheat. Homologation regs stipulated that a hundred cars had to be built. Thirty-nine is not a hundred, is it? Ferrari skipped around the rules by giving the cars nonsequential chassis numbers, leaving gaps in the digits to make it look like they'd built enough. When the FIA inspectors came to count them, Old Man Enzo had his men shuffle the GTOs around different locations to make it look legit. The sneaky swine.

VAUXHALL NOVA SPORT

For those of us of a certain age, the Vauxhall Nova is one of the most important cars ever made. The shouty GTE (and later GSi) gave us inspiration, as a generation of pioneering modders set about shoving C20LETs into them and trying to squeeze 19s under their flimsy arches. The 1.0 and 1.2 models (with their millions of special editions – Spin, Diamond, Antibes, Splash, you name it) allowed us to insure cars that we then turned into GTE-alikes.

But the Nova Sport was the holy grail. Launched in 1985, these cars arrived in the UK from Spain as white base models fitted with the interiors, steel wheels and 1.3-litre engines from the SR. On arriving at the docks they received some colourful stickers before being shipped to dealers to be fitted with the best bits: twin 40 Weber carbs on an Irmscher inlet manifold, and a raspy Ashley exhaust.

The Nova Sport allowed Vauxhall to go rallying – Colin McRae won the 1988 Scottish Rally Championship in one, beating a lot of more powerful cars. And for the man on the street, it offered the opportunity to stroll into a dealership and buy a Nova that was already modified!



MERCEDES-BENZ 190E EVO 2

Touring Cars are just cool, aren't they? The very essence of them is that they look a bit like the commuter-spec saloons and hatchbacks that sit innocuously on your neighbours' driveways, and yet they hide balletic chassis and improbable firepower beneath those familiar lines.

When it comes to homologating DTM racers, however, things can get a bit nuts. Take the 190E Evo 2 – doesn't exactly look like the cloth-trim-and-hubcaps 1.8 your geography teacher used to drive, does it?

It all started in 1989 with the 2.5-16 Evolution (subsequently known as the Evo 1). This was created in response to the E30 BMW M3 Evolution, and had wider arches, a bigger spoiler, vastly uprated suspension and brakes, and ride-height that was adjustable via an internal switch. 502 were built to satisfy DTM rules, a lot of them having the optional Power Pack (racier cams, bigger throttle body, juicier fuelling). But when the Evo 2 was announced at the Geneva Motor Show in 1990, it blew people's minds. All 502 examples immediately sold out in advance. Why? Well, just look at the thing! It had all the cool engineering of the Evo 1, along with a comprehensively wind tunnel-tested aero kit that couldn't have made its race car DNA more obvious. Twenty-eight years later it hasn't lost any of its visual impact. It's stunning.





CITROËN BX 4TC

The BX 4TC is not pretty. Not by any means. But that's just why we love it! Fans of Group B homologation specials always hanker after the Ford RS200 or the Metro 6R4 or the 205 T16, and of course we've already mentioned the Delta S4, but what we really love is this ridiculous underdog.

The competition version of the 4TC wasn't exactly the most successful rally car ever made. In fact, it was kinda rubbish – the best it managed was a sixth-place finish, and it only actually competed in three rallies before the Group B series was banned, which must have really annoyed Citroën's accountants. But despite its ungainly looks, it really was an awesome car: that bizarrely elongated nose was thanks to the engine being mounted longitudinally (unlike in regular production BXs) as well as having a sodding great turbo that had to be stuffed in somewhere, and it was the only Group B car to have hydropneumatic suspension, which was basically the spiritual predecessor to modern air-ride systems in terms of in-cabin adjustability. See where we're going with this?

Two-hundred road cars were built, as per the rulebook, but Citroën only managed to sell 62 of them – and thanks to issues with build quality and reliability, the firm bought most of them back from punters and destroyed them. So it's not just a super-cool homologation special, but an incredibly rare one too.



FORD SIERRA RS500 COSWORTH

When the Sierra was launched in the early 1980s, it really divided opinion. The Cortina it replaced was designed with a ruler – it was all straight lines and severe right-angles. Whereas the swoopy new model instantly earned the nickname 'jellymould' thanks to its ostentatious curves. But when the RS version arrived, suddenly everyone was ignoring the looks and focusing on the devastating performance. (Well... not totally ignoring the looks – the whaletail spoiler was a real talking point. Still is!)

Ford went to Cosworth and said 'Build us an engine that'll do 180bhp in road trim and 300bhp in race trim'. Cosworth said 'Sure – but the road car will have to be minimum 200bhp, and you'll need to buy 15,000 engines'. For Group A homologation purposes Ford only needed 5,000 engines, but they agreed. (Having all those YBs hanging about helps to explain why the Sapphire RS Cosworth subsequently came to exist.) And with these shiny new turbocharged twin-cam Pintos, they mixed in race-derived suspension from the American XR4ti racers and, importantly, the extreme wind-tunnel-tested aerodynamic stuff. And the really hot ticket was the RS500.

Five-hundred Cossies were sent off to Tickford for conversion, and they each received a bigger turbo, thicker-walled engine block, bigger intercooler, a second set of injectors, an extra boot spoiler under the whaletail, and a power hike to 222bhp. The Group A RS500 was one of the most successful racing cars ever, and if you're prepared to sell your house and your children, you can enjoy that kudos. If you can find an owner willing to sell...

BMW M1

This spectacular little wedge of Bavarian cheese offered the world a number of firsts: it was the first BMW to officially wear the M badge, the first production BMW to offer a mid-engined layout, and the first BMW to be built by Lamborghini.

All right, that last one isn't totally true. But weirdly, it almost was. The M1 was conceived as a homologation special to allow BMW to compete in sports car racing series, and they originally contracted Lamborghini to sort out the chassis setup, knock up the prototypes, and ultimately build all the cars. It made sense. Lamborghini had experience with mid-engined supercars, they knew what they were up to. Unfortunately, however, after they'd built seven prototypes it became apparent that the Italian company's finances were distinctly dodgy, at which point the Germans brought it all in-house.

BMW did a pretty good job though, didn't they? The M1 had a 3.5-litre twin-cam straight-six with mechanical fuel injection, four valves per cylinder and six throttle bodies, and the nat-aspirated road cars made 273bhp. (Turbocharged race versions had over 850bhp!)

Just 453 examples were built, 20 of which were racers for the ProCar Championship – a one-make M1 race series that supported Formula One rounds. But whereas the racers were terrifyingly brutal, the road cars were smooth and refined and genteel. The M1 is one of the greatest homologation specials ever, because BMW actually bothered to make it work as a decent road car – they didn't just churn it out because they had to – it maintained all the standards that their other road cars did.

Oh, and it was desperately pretty.



POSCHE 924 CARRERA GT

To some people, the Porsche brand begins and ends with the classic 911. If it hasn't got an air-cooled flat-six hanging out behind the rear axle, they're not interested.

These people are, of course, wrong. And the one Porsche that gets them riled up more than any other is the 924. 'It's got a van engine,' they incredulously moan, spouting a half-truth that they heard in the pub. The very idea of a Porsche with a front-mounted, water-cooled, four-cylinder motor is enough to reduce them to frothy heaps of rage.

All of which makes the 924 Carrera GT particularly entertaining. This was built to allow entry into the Group 4 Sports Car Class for Le Mans in 1980: the 924 was comprehensively stripped out, and fitted with a close-ratio dogleg gearbox, Bilstein suspension, LSD, and – most importantly of all – polyurethane wide arches.

So the haters could continue hating. But then they'd have their words forcefully shoved right back down their gobs by a bootylicious 924 that could do 150mph. We're very much in favour of this sort of thing.





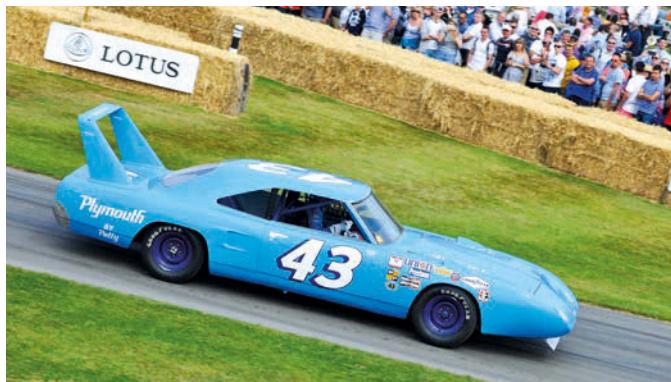
NISSAN SKYLINE R33 LM

Here's a homologation special you won't be able to buy, because there's only one in existence. Unless you're a fan of the Gran Turismo videogame franchise, of course – then you can pick one up right now...

Indeed, Gran Turismo is why the R33 LM is so widely known. It would otherwise be a pretty obscure footnote in Nissan's racing history, but the fact it was included in the game means those bizarrely boxy lines will certainly be familiar to some readers.

The R33-generation Skyline GT-R was already a formidable and desirable thing, with that big-hearted RB26 motor and a chassis stuffed full of acronyms. What Nismo did for this new racer was to take the R33 road car, strip out everything superfluous until it only weighed 1,150kg, then tune the motor up to Group N spec, giving it 400bhp. That's a spicy power-to-weight ratio right there. And because Nissan wanted to take it to Le Mans, with all of the upgraded cooling and whatnot that'd be required for reliability, they gave it an enormously wide body full of radiators and things, which was also much more aerodynamic. Strangely, in order to homologate it, they only needed to build one road car – which sort of makes a mockery of the whole homologation process, but there you go.

Admittedly it's a bit of a weird car, with its jacked-up suspension and teeny wheels, along with the fact the road car was detuned back down to 300bhp. But even so, it's a full-on Manga Skyline with near-enough boso-zoku styling. We want one. Very much.



PLYMOUTH SUPERBIRD

These days, automotive aerodynamics follow a clearly defined path. Engineers understand how air flows around big metal shapes as they shove their way through, and clever computer modelling means they don't need to book an expensive wind tunnel session every time they slightly tweak a spoiler or remodel a bumper. But back in the 1960s and '70s, the approach was more slapdash. It was more a case of 'Hey, aeroplanes fly, let's just shove on a load of bits from an aeroplane and see what happens'. Which is sort of how the Plymouth Superbird came into existence.

The car hiding underneath it is the Plymouth Road Runner, which is your typical sort of old-school muscle car: it didn't bother being aerodynamic or lightweight, because it had a sodding great sledgehammer of an engine and that was enough. But when the manufacturer decided to take it to NASCAR, it was felt that a certain sleek slipperiness would be advantageous. So they glued on a fibreglass nose cone that made the already-massive car a ridiculous 19 inches longer, and stuck on one of the tallest rear spoilers you've ever seen.

The maths behind the ridiculous spoiler has always been a closely guarded secret. There was once a rumour circulating that it was that tall so that the boot could still be opened underneath it, but we prefer the simple logic that massive spoilers are for winners. Makes sense, right?

Thanks to its seismic emissions and NASCAR's almost immediate ban on aero cars like this, the Superbird was only built in 1970, with 1,920 examples being sold. We just love them because they're so completely ridiculous. Just look at it. What a mad car. It's like a cartoon.

TOP 5 AFFORDABLE HOMOLOGATION SPECIALS

Most homologation specials are pie-in-the-sky for all but the wealthiest business moguls and lottery winners. But that's not to say you can't have this sort of stardust in your life for the daily commute. For every unicorn-like R33 LM there's an endless stream of road-going racers churned out by necessity and are now found lurking in the more affordable end of the small ads. We've picked out our five favourites to help you get the ultimate pub boast: 'Yeah mate, I drive a race car every day (sort of).'

Toyota Celica GT-Four (ST205)

The GT-Four existed to allow Toyota to compete in the WRC, and ran through three generations – the early ST165 (1986–89), ST185 (1989–93), and the ST205 (1994–99). This last one is what we've got our beady eye on. It was the most powerful production Celica ever, with export models having 239bhp and JDM cars getting 252bhp. It had a twin-entry turbo, 'Super Strut' suspension, an aluminium bonnet and super-clever ABS. Homologation regs dictated that 2,500 cars be built, and they all had WRC-ready bits. You can pick one up for about £7,000 – stonking good value and they're pretty easy to find.

Alfa Romeo 155 Silverstone Edition

This car represents an era of supreme cheekiness on the part of Alfa Romeo. In 1990s British Touring Car Championship racing, there was something of an Italian invasion. Alfa turned up with their perky little 155s, along with Gabriele Tarquini and Giampiero Simoni to drive them, and proceeded to make mincemeat out of the opposition. But Alfa wanted more, and homologated an adjustable rear wing and a lower front spoiler on the Silverstone Edition road car – an act that neatly sidestepped the homologation rules. The cars were sold with the spoilers retracted, but you could extend them with the supplied rivets. The race cars ran with them at full extension. The other teams protested and it caused a lot of arguments. But arguments are what motorsport is all about. You might be able to pick up one of these controversial specials for under £10k, if you can find one...

Peugeot 106 Rallye

The world is going nuts for 205 GTIs at the moment. Rightly so, as they're brilliant little cars. But the amount of money they're going for these days is forcing enthusiasts to look elsewhere – and the sensible place to look is the 106 Rallye. This was a masterstroke on Peugeot's part. The 106 XSi had slightly too big an engine to be eligible for sub-1,300cc-class rallying, so they dropped in a 1.3-litre TU engine and gave it a few tweaks. It may have been a humble SOHC 8-valve affair, but with a hot camshaft and a fancy intake manifold it squeezed out 100bhp, plenty in such a light car. They also threw in thicker anti-roll bars and, because it was the nineties, red carpets and seatbelts and a bunch of colourful stickers. And while a lot of buyers in period swapped out the steels for alloys, those white Michelin steelies are a badge of honour today. So forget your £15k 205 GTIs. Get a £4k 106 Rallye instead.

Mitsubishi Pajero Evolution

Woah. This is a bit brutal, isn't it? Perfect thing for the school run, and then you can bounce over a few sand dunes on the way home. Mitsubishi's Pajero Evolution homologated a few tricks and tweaks that allowed them to be impressively successful in the Paris-Dakar, and that's a nice boast to be able to bring up in conversation with your neighbours – particularly if they've just bought an Evoque and think they're mud-pluggers now. Only 2,500 Pajero Evolutions were built and none were officially sold here, but it's still easy enough to find them for sale in Blighty now. These mighty machines were converted to have all-round independent suspension, a much wider track, front and rear Torsen LSDs, hugely increased suspension travel, and 280bhp 3.5-litre petrol V6 grunt. They also had weight-saving panels and awesome aerodynamic bodykits. To the uninitiated it could be any other ageing off-roader, but for £12,000 you can buy something apocalypse-proof.

Ford Escort RS1600i

OK, we're going to give you a hot tip here: RS Fords are solid-gold moneymakers, and their values are only going one way. But while the nostalgia fiends in the auction houses are currently circling like vultures around RS Turbos and anything with a Cosworth badge, the RS1600i is still relatively overlooked. It's a fabulous car. Built purely to meet Group A homologation regs, it was based on the XR3 and added fuel injection (before this was adopted for the XR3i), along with unique AFT twin-coil electronic ignition. The engine had solid tappets, racier cams and a distinctive finned cam cover, and the suspension setup was totally different to other Escorts, allowing it to be castor-adjustable for racing. Solid RS1600is have passed the £10k mark, and concours ones are £20k+, but it's a sensible investment you can have hilarious fun driving. Buy it now, thank us later.

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since 1959



Established in 1959, Nankang produce tyres for every season and terrain that come in a truly comprehensive size range that represent exceptional value for money.



7 TWENTY



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From £1,950 ABP AIR STRUTS

Back in the day we used to have custom bag installations that relied solely on the expertise and fabrication skills of the installer. Then, more recently, we had the invention of top-quality vehicle-specific struts, which made the arse-clenching far less hardcore with regards to safe fitment, price and the number of different applications possible (even if many aren't initially designed with right-hand-drive cars in mind). Just think of these new ABP struts as the very best of both worlds.

First of all, it's not every day you get a whole new air suspension brand come on to the market anyway, especially not a bona fide British one. But it's not just that. It's the whole package that these ABP struts offer which shouldn't be underestimated.

What you get here isn't just top-quality, vehicle-specific components, but also the reassurance that comes with the fact

they're all designed and developed here in the UK, on our very own UK cars.

So, how do they do it? Well, ABP actually stands for Air By Plush and we probably don't have to tell you that Plush Automotive has been one of the UK's top air ride installers for years now. In fact, these guys have likely had a hand in more FC feature cars than any other single firm over the last decade. And this new range of hardware is simply the culmination of all their knowledge and experience.

Built up here in Blighty, using custom-designed bags and TUV-approved dampers (from one of Germany's biggest suppliers), there's a load of different fitments available, plenty more on the way and Plush even offer a custom service where they'll develop the perfect kit using your own motor. You can't say fairer than that can you? Magic!

www.plushdirect.co.uk

*Ooooh that looks
a bit Plush*

TOP TUNING GEAR STANCE SPECIAL

MOMO RF SERIES, FROM £400 (EACH)

MOMO UK are off to a flying start this season and with their newly-appointed British distributor Wheelwright at the reigns, it looks like they're not shy in crowbarring the freshest designs away from the Italian market and onto our shores. That's not the way it's usually done either, so you've got to admire their gusto!

First up is, not one, but a trio, of mahoosive hoops available in most core five-stud fitments. These puppies make up the new MOMO RF Series. Those two little letters, R and F, make all the difference here,

because they stand for Rotatory Forged, the posh term for super-lightweight wheel pornography.

Best of all, it's not just the three sexy designs you get to choose from. Each of these wheels, imaginatively named the RF-01 (middle), RF-02 (left) and RF-03 (right), comes in a multitude of staggered sizes and some rather special, uber-quality finishes.

If this is how they're kicking off the UK range, we just can't wait to see what's next!

www.wheelwright.co.uk

Sizes: 8.5, 9.5 and 11x19, 8.5, 9, 10 and 11.5x20 (RF-01)

9, 10 and 11x20 (RF-02), 8.5, 9, 9.5 and 10x19 (RF-03)

PCDs: 5x112, 5x114.3, 5x120, 5x130

Finishes: Titan-Ice, Golden Bronze, Stardust Glossy Black (RF-01)

Titan-Silver Brushed, Matt Black Diamond Cut (RF-02)

Stardust Glossy Black, Titan-Ice Diamond Cut (RF-03)



ROTA FF01, FROM £275 (EACH)

There's some exciting times ahead over at Rota UK. Why's that? Well, it's because they've just launched their brand-new 360FF range with this concave vision of loveliness, the FF01.

Now, if you haven't guessed from the name, the FF01 is their very first flow-formed wheel. This is a manufacturing process where the face is cast as a short blank and the barrels are drawn up with rollers under immense heat and pressure, a bit like clay on a potter's wheel. And while I realise I seem to mention this process every month (and that probably annoys the shit out of regular readers), there's a good reason I do – because it's bloody witchcraft I tell you! I still can't get my head around it. But the important thing is that it means you get a stronger, much-lighter rim. The 8.5x19 FF01 comes in at just 9.4kg and, for any 19-incher, that's just bonkers!

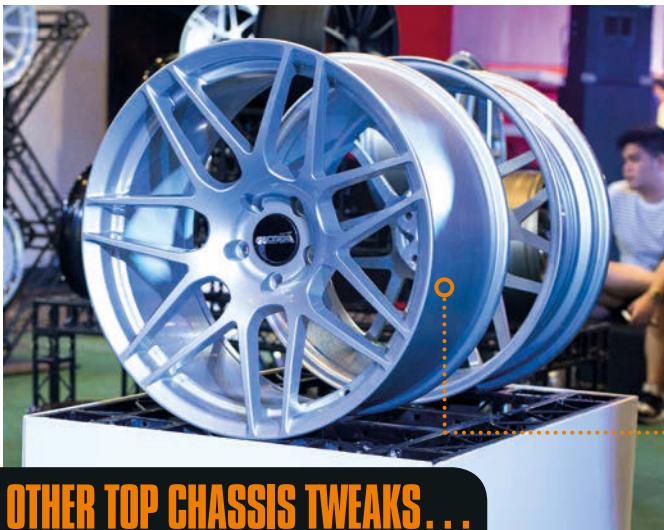
Initially only staggered 19s will be available in all the core PCDs, but there's plenty more size options on the horizon. Oh yes, and they look the bollocks too. What more could you possibly ask for?

www.rarerims.co.uk

Sizes: 8.5 and 10x19

PCDs: 5x108, 5x112, 5x114 and 5x120

Finishes: Silver



OTHER TOP CHASSIS TWEAKS . . .

Japspeed Nissan Alignment kits, FROM £90

When it comes to going sideways, correct chassis alignment can make the difference between clipping those apexes or ending up mounting the Armco and crying into your crash hat. Most manufacturers didn't design their cars for much sideways action. But that's where Japspeed come in, with these high-tensile steel, pillowball-jointed alignment kits. Designed to increase lock for drifting applications, and for extreme camber and toe adjustment on both axles, these take alignment to places you just can't achieve with standard kit.

www.japspeed.co.uk



Toyo Proxes Sport Tyres, £POA

The Toyo T1-Sport was always one of their more popular tyres for powerful fast road cars but, we're sad to say, this legend is no more! Still, there's no room for nostalgia in this game and you'll be glad to know it's replacement, the Proxes Sport here, is even better. Developed as a top alternative to their current T1-R tyre, it's been specifically engineered for enhanced high-speed handling and wet grip. It also has a compound that uses something they call Nano Balance Technology, along with an optimised tread pattern to offer better steering response and increase driving enjoyment. Big smiles all round then!

www.toyo.co.uk





CALIBRE NEO, FROM £330 (SET)

These new NEOs are proof that cheap doesn't have to mean cheaply built. In fact, these slick, all-business multi-spokes are actually amazing quality, far better than we were expecting for such an un-princely sum.

The truth is that Calibre have been pretty clever about what they're offering here. Essentially, they've kept the prices at rock-bottom by using simple manufacturing tricks like only offering the most sensible, common sizes and having them cross-drilled with two different PCDs to enable fitment to a larger range of motors. With that in mind these will not only look the part on anything from a Mk3 Fiesta to an EK Civic or 6N Polo, but the same wheel will actually fit too. We like their thinking there, especially as they pass on the savings to us. Entry level mods just don't get any better, or more affordable, than this.

www.wheelwright.co.uk

Sizes: 6.5x15, 7.5x17

PCDs: 4x100/4x108 (cross-drilled)

Finishes: Matt Black, Silver

STUTTGART ST3, FROM £144 EACH

There's nothing wrong with a spot of Germanic overload now and again (nothing bad has ever come from that, right?). These ST2s are more German than a bratwurst sarnie in the back of a Beemer listening to the Hoff. But what do you expect from a brand called Stuttgart? They're not going to be for SsangYongs are they? (Though some options come as blanks, so they can probably be drilled to fit!) Although these supreme-quality rims are aimed at motors from the Audi and BMW stables, what we like most is the selection of sizes and offsets enabling perfect fitment for the vast majority of their most commonly modified models.

As for the range of finishes and that snake-tongue, split, seven-spoke design... They've nailed that too! Nice one Stuttgart!

www.tuxauto.com

Sizes: 8.5x18, 8.5 and 9.5x19, 8.5 and 10x20

PCDs: 5x112, 5x120, custom 5x100-127

Offset: ET 35-42

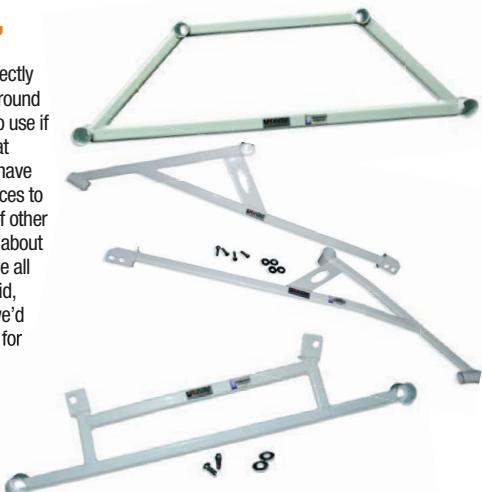
Finishes: Gloss Black Machined Lip, Hyper Silver, Matt Black, Matt Gunmetal, Silver Machined



Ultra Racing Chassis Braces, FROM £50

It's one thing getting your geometry perfectly set up, it's another keeping it that way around fast corners. As mother would say, it's no use if it goes floppy half-way through! With that thought in mind (possibly), Ultra Racing have launched a host of hardcore chassis braces to go with their already impressive range of other stiffening implements. We're not talking about 300 different strut braces and bars we've all heard of before, either. There's super-rigid, bolt-on items here, for parts of the car we'd never even thought of. They're available for loads of different cars too.

www.ultraracinguk.co.uk



JAPAN RACING JR29, FROM £100 (EACH)

These awesome-looking split-fives from Japan Racing are clearly all about giving you plenty of options. In fact, there's a whopping 92 different configurations to choose from straight off-the-shelf, so even if you have a 3x112PCD smart car, or a 5x110 Corsa VXR, you'll still be able to bolt on a set without having to resort to wobble bolts or adaptors. To be fair, we think that's a pretty cool concept on its own.

Of course, what's also immensely cool here is the design. It's classic but with a kind of soft elegance to it, all nicely rounded without too many hard lines. The wider sizes are about as concave as it gets too! Simply stunning.

www.tarmacsporz.co.uk

Sizes: 7 and 8x15, 7 and 8x16, 7, 8 and 9x17, 7, 8, 8.5, 9, 9.5 and 10.5x18, 7, 8, 8.5, 9, 9.5, 10.5 and 11x19

PCDs: 3x112, 4x98 4x100, 4x108, 4x114.3, 5x98, 5x105, 5x100, 5x110, 5x112, 5x114.3 + custom drilled

Offset: 15-40

Finishes: White, Hyper Black, Matt Bronze, Matt Black



GARAGE ESSENTIALS



Silverline Wheel Nut Socket Set, £15

Now you've bought yourself those perfect hoops, you don't want to go whacking them on with any manky old wheel-brace, do you? Of course not. You'll be wanting to invest in some proper nylon-sleeved, deep impact sockets to prevent any damage to the lug holes.

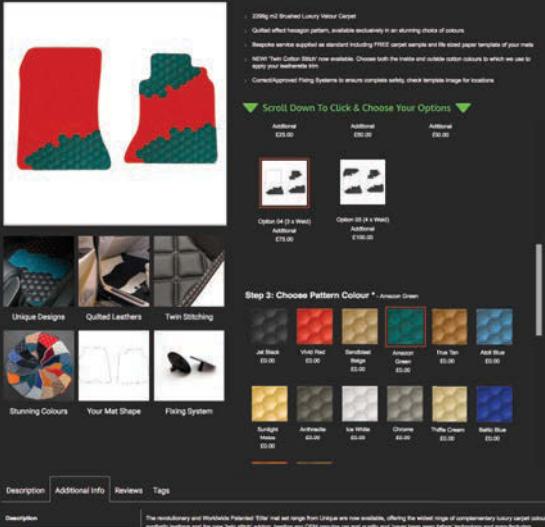
Well, these professional-style colour-coded, hardened, tempered and anodised half-inch sockets come in all the usual wheel nut/bolt sizes (17, 19 and 21mm) and at the bargain price of 15 nicker. In fact, for that sort of money, they're something of a no brainer. You might as well spend the cash you've saved on a proper torque wrench to go with 'em!

www.silverlinetools.com

HOW IT'S MADE

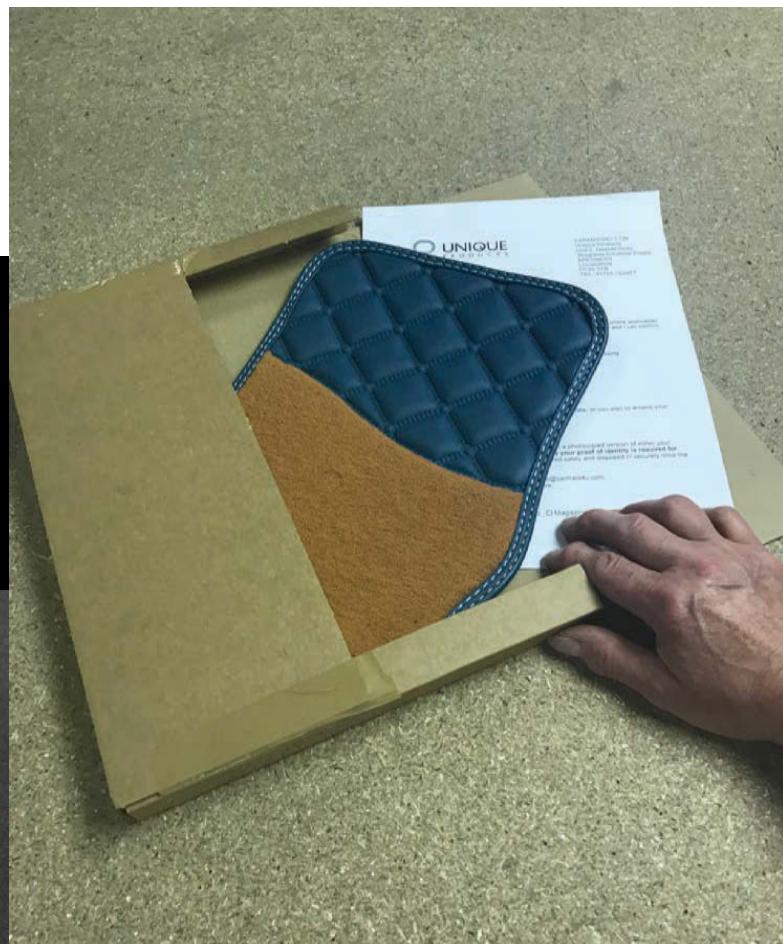
Elite car mats - here's what happens before they land on your doorstep

The super-high quality Elite range of leatherette embossed car mats from the guys at Carmats4u has been taking the world by storm over the past few months. But have you ever wondered what happens after you've been online and designed yours? How do they get from a picture on a computer screen to the very finest mats the UK has to offer? Well, here's how they put together the finished article...



DESIGN

First thing's first, you need to tell them exactly what you want! On their website, www.carmats4u.com, you can use their revolutionary Car Mat Creation Program to design your own mats, choosing from 11 carpet colours, umpteen trim options and 14-welded leatherette colours that can be applied in different configurations. In fact, that's everything you have to do before the manufacturing fun can begin.



SAMPLES

Because the Elite range is such a premium product, Carmats4u go to all the trouble of making up a mini sample of your design, just so you can make sure the colours match your requirements. Typically, 2-days after you place your order along with a set of vehicle-specific paper templates to ensure the correct fit on your car. Only when you give them the nod, will they get their team of specialists to manufacture your final mats. You even get to keep the sample, which makes a great mouse mat.

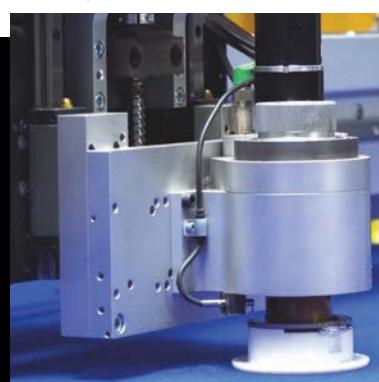


CARPET

The first stage of the process is picking out the carpet colour you ordered. Carmats4u stock large rolls of the best quality, deep-pile, polyamide automotive carpet on the market. They even have a few colours specifically designed to match the trim on high end cars from the likes of Bentley and Aston Martin.

CUTTING

Once the correct colour is chosen, the carpet is cut using the latest CAD-driven machines. These use the specific template for your car ensuring an accurate fit every time. Carmats4U have over 3500 different templates, dating right back to the 60s, so you can pretty much guarantee they have the right one for you. In the very rare case that they don't have your car already listed, they even offer a custom service where you can send in your own template patterns.



EMBOSSING

Once the carpets have been cut to the correct shape, production moves onto the all-important leatherette embossing stage. The guys use polymer shell-coated synthetic leathers which are much more durable than natural leather and needs no ongoing treatment. This synthetic layer is attached to the carpet according to your design, and then embossed in one of any number of patterns. The process for this part, and the machinery involved, is a strict trade secret.



STITCHING

All mats are hand-finished with a leatherette binding which, once again, can be colour coded to your requirements. These are stitched using a special 'twin stitch' machine where you decide what thread combination you'd like to match your seats or other interior trim.

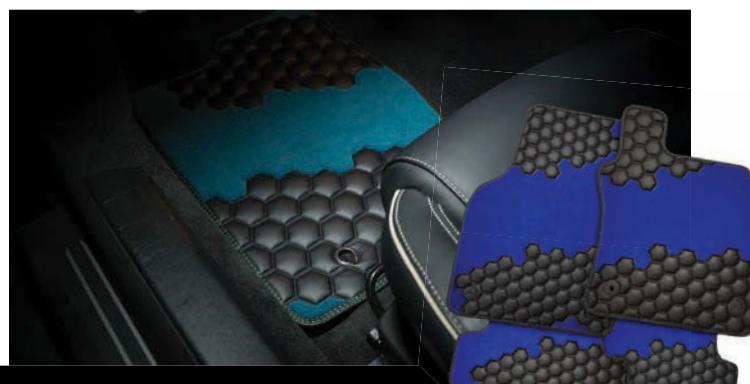


FIXING SYSTEM

The last process is a strict round of quality-control and, most important, making sure everything is safe. Carmats4u always apply the correct fitting systems for your car to keep your mats from sliding around while you're driving. Then it's just a matter of nicely packaging your purchase and sending it to your door.



FINISHED PRODUCT



Log on to www.carmats4u.com and design your set now!

AWESOME AUDIO

JL AUDIO C7 SPEAKER RANGE

From £200 (C7-100ct Tweeter each)

The guys at JL Audio have always been known for their supreme quality SQ speakers, but these new C7 components are simply something else. In fact, even JL themselves say these are their finest ever automotive component speakers. And while that might sound like simple marketing spiel (or maybe even bragging) from anyone else, these guys are normally far too reserved for such crudities. My point is (Get to it son, for Christ's sake – Jules) you just know they're going to be amazing. And, having heard them, I can certainly confirm that!

The range comprises of a C7-650cw 6.5-inch woofer, a C7-350cm 3.5-inch mid-range driver and rather special little 1-inch C7-100ct Corundum ceramic-coated dome tweeter. This, as I'm sure you know, gives a technically perfect three-way system. But, unlike with the vast majority of speakers out there, what they started with here was a totally clean sheet. Rather than using bits and pieces from their other offerings, these have been engineered from scratch to be the pinnacle of sound reproduction equipment, and only then were they optimised specifically for car audio applications.

There's some pretty special details that come with these too, like the way the lead wires on the mid-range driver attach to the rear suspension to prevent noise, without messing up the structural integrity of the spider. Then there's the woofer dust cap that provides the smoothest possible high frequency response and mechanical integrity – they got through 10 prototypes before they decided on this one.

Most of all though, these represent the very best of what can be done to create a super-advanced active three-way system. You don't even need a separate passive crossover network because they're specifically designed to be set up perfectly with a good-quality modern DSP. The result is absolutely no technical compromises. And that's rare, to say the least. Epic stuff.

www.JLaudio.co.uk



Kicker Key180 Smart Amplifier, £230

When they say smart, it looks like the boids at Kicker mean it. This little bugger is so clever it'd even put up a good fight with that fat bloke off The Chase.

Basically, this super-compact little unit offers all the advantages of a 4x45watt amplifier but with an advanced SQ processor built-in. The general idea is that using one of these will not only make your system louder, but it'll make it clearer too.

Best of all, what you can do in seconds with one of these, all at the touch of a button, would take a professional sound engineer hours of tweaking to achieve. Simply connect the microphone, press the selector and the powerful on-board computer goes to work on the settings, automatically producing the best, concert-quality sound and simply ridiculous realism.

There's also a 40-band EQ for improved tonality, a 24dB crossover that will redefine the capabilities of any speaker it's connected to, and some pretty damn special time alignment thrown in for good measure. That's what's technically known as a shit load for your cash.

www.kickeruk.com





Reference this.



C7

Our finest-ever automotive component speakers.
When you listen to C7, you will hear a level of resolution, precision and imaging that suspends disbelief, opening a window to an intensely pure audio experience.



JL AUDIO. | How we play.TM

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JL Audio products that are purchased from unauthorised sources carry no warranty from JL Audio, regardless of any claims made by the seller.
We have no way of determining whether these products are used, refurbished, counterfeit, stolen or otherwise compromised.

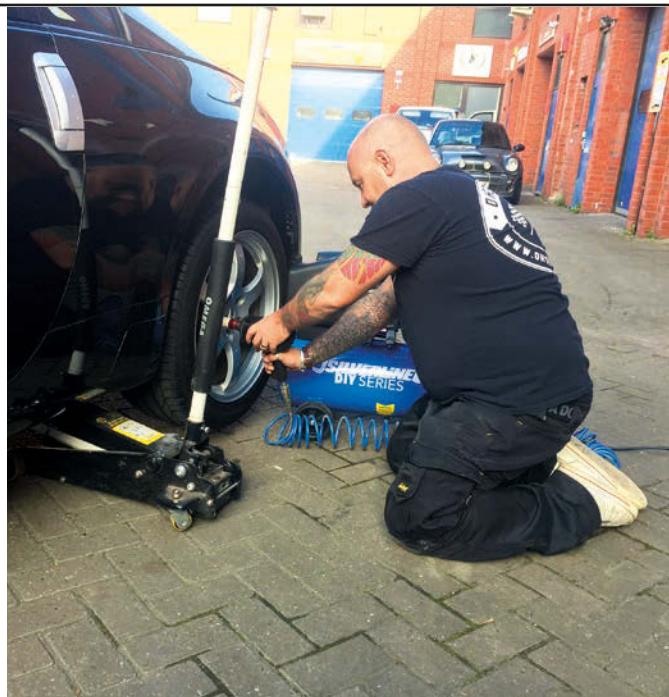
Silverline DIY AIR COMPRESSOR

What professional mechanic worth his salt doesn't have a huge compressor and a whole stack of air tools lying about? They're just an industry standard nowadays; almost as important as a set of spanners or the ability to suck air through your teeth and say "that's gonna cost you, luv".

But although air tools are becoming more and more of a staple for those of us who regularly work on our cars, who has got the 500-quid upwards to drop on an industrial-size compressor? Or the space to store one for that matter?

Well, that's where smaller, more DIY-focussed items can be our saviour. And here's one of the most affordable versions currently on the market...

PRICE: £81 (list price)
www.silverlinetools.com



FEATURES

- 24-litre tank
- 1500W, 2HP air-cooled motor
- Single stage pump
- Automatic start/stop
- 116PSI Max working pressure
- Includes 2x 3-in-1 quick connectors
- Safety valve and thermal cut out.



In the Box...

Although it's designed as a basic bit of kit, this new compressor from Silverline has everything you need for the vast majority of mechanical jobs.

Tank size is the main consideration when it comes to compressors. Of course, professional items for garages, spray shops, and factories will have a capacity of anything from 100-500 litres, sometimes even more, because they often need to run their tools constantly, all day, every day.

Obviously, we don't have that problem with the majority of automotive tasks. As it's unlikely that we need to use our tools for extended periods, it stands to reason that a smaller tank will do the job nicely. In this case the capacity is 24-litres and, assuming you're not going to be painting a whole car every couple of hours, that is more than enough.

Topping up that tank is a reliable two horsepower motor, which (having a little more power than our Jules' new Beemer) fills the tank to 116psi in no time at all. It then cuts out ready to re-start when it needs a top up. Crucially a safety pressure valve and thermal cut-out are included in the compact design to ensure nothing can go wrong. It may sound like a small point, but not having these is the reason some unbranded items can become little more than a ticking time bomb.

This unit also comes with adjustable flow and a duo of Hi Flow EURO connector outlets, and having two is always a bonus. The standard threads also mean these are easily swapped should you prefer using Standard/Type19 fittings with your tools.



Midge's Verdict

It's certainly not the biggest compressor out there, but think of that as an advantage. The small stature makes this one infinitely portable and that, in turn, makes it more useful, negating the need for miles and miles of air-hose every time you need to do a job. It'll fit in the boot of your average hatchback with ease, too.

Yes, it has wheels, and that makes it great for scooting around your drive for changing wheels and the like. But, even when it's full up with air (you dick – Jules), it's not too heavy at all. As long as you're not feeling lazy, you should be able to lift it to wherever you need.

Of course, the main question here is: will a weeny 24-litre tank be enough? For the most part, at least, I'd say yes. You wouldn't be able to run any tools for more than a few minutes before you drained the tank and ran out of pressure, but there are not many cases where you would need much more than a short blast anyway. To give you some idea, we used one to run two impact guns on the Tyre Challenge all day long at Japfest Silverstone and it didn't miss a beat. It even had the grunt to lift an industrial air-ramp, so that should tell you all you need to know. In fact, I might not bother sending this one back.

In a nutshell: Decent build quality, amazing value, a great budget buy.

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CADES



It's the most controversial word in car culture but it shouldn't be, all cars have it, standard cars, race cars and show cars. Let's talk stance...

Show versus Go: it's the age-old trade-off. Obviously you don't want to leave your car at its factory-standard ride height, unless you're some kind of square. But getting that booty closer to the ground goes deeper than just shoving a set of cut springs in there. Are you lowering for jaw-dropping looks, or to make it unbeatable on the track and country lanes? Do you want form or function? Or can you actually have both?

THE ART OF STANCE

Fitment

Stance, fitment, take your pick – these are terms referring to the act of getting your car sitting just right, with the wheel-to-arch interface carefully considered. There are a number of ways to go about this; aggressive fitment sees wide wheels on stretched tyres working with negative camber to get the rim as close to the arch as possible. And for some, the more aggressive the better! Tuck and poke refer to the position of the wheels: the latter sees the rims sitting proud of the arches, while the former hides them back inside the arches like a retro Touring Car. Flush (and for the hardcore, hellaflush) requires precise measurements to get the wheel rim perfectly adjacent to the edge of the arch. It's something of a dark art!





Bags are for shopping?

There are two principle ways to stance your car – static, or non-static. If you're running static, that means your car is always that low: you've got it set up on coilovers (or shorter springs) and you live with the compromise of clattering speedbumps and cats-eyes for the sake of the look and the respect static life brings.

Your non-static options are essentially air-ride or hydraulics, although there are a few halfway methods too (like running air cups on top of your dampers). This approach allows you to hard-park the car at shows – or just at the supermarket, prompting old people to say 'That's ridiculous, how can you drive it like that?' – before flipping a switch and raising it up to drive away. Modern air-ride management systems offer such features as self-leveling, regardless of load, and preset adjustable heights – just like the hydropneumatic suspension on an old Citroën! With this level of complexity, it goes without saying that bagging your car is a lot more expensive than rolling static... although if you're able to put together and install your own system, it mightn't be as pricey as you'd think.

www.airliftperformance.com



Going the extra millimetre

When you're running low, your chassis is going to bang into stuff, that's a given. And also, when you're altering your car from manufacturer specs, you may find that things like driveshafts, suspension components and so on don't fit where you want them to – so chassis notching is the answer: cutting non-structural sections out of the underbelly to give those parts somewhere to go!

A more extreme approach is channelling, something that old-school hot-rodders were big into: with a classic body-on-frame car, you'd lift the body off, rework the chassis mounting points so they joined the body higher up, and voila – when you reattach the body it's lower to the ground without messing with the suspension at all!



Top Tip: A nice set of wheel nuts is a cheap way to make a big difference to your alloys.

www.kodeshop.co.uk



The parts

What do you need to achieve heroic lows? Well, once you've decided whether to run with coils or air-ride/hydros and have sourced the requisite parts, you'll need a bunch of other stuff to go with it. Adjustable top mounts and camber arms will help you achieve sweet angles, and you'll need to give serious consideration to the widths and offsets of your wheels, and think about using spacers to get them sitting precisely where you want them. It's not just the widths of the wheels either – carefully measuring tyre widths and seeing how other people have achieved the look with a similar setup will help you to figure out exactly the amount of sidewall stretch you can get away with.

Haters often whine about stretch but it isn't the devil – plenty of pro drift cars run oodles of stretch without the tyres popping off the rims. But be aware that you've reduced your contact patch, particularly if you're running a lot of camber, and you'll be killing tyres quicker and will have less grip. You might also garner unwanted attention from the fuzz! So find your own compromise between sensibleness and extremity. It's a totally personal thing.



Fast Road / Track Stance

In motorsport, running lower and wider is vital – it lowers your centre of gravity (which makes the car more stable and less wobbly), and extra width brings extra grip. It's for this reason that sports cars are low and wide too, and why we all want to emulate that stance with our own projects.

For many modifiers, lowering a car isn't about showing off, but improving the drive – the ice-cool look is simply an extra benefit of having a better driver's car.



Tread carefully

Tires are everything here, being the only part of the car that's in contact with the road. Consider your negative camber angle carefully, as camber improves grip under cornering but you want to have as much contact patch as possible on the straights, too! Sticky soft-compound tyres will help you claw at the tarmac; you can't run slicks on the road, but something like a Nankang AR-1 is the next best thing. You want a nice stiff sidewall here as well – a surprising amount of a car's suspension is provided by the sidewall; choosing something firm, square-shouldered and low-profile will reduce compression under cornering.

www.nankangtyre.co.uk



Nice bush

Replacing your car's bushes with polyurethane items is an involved task (there's a lot of them, and they won't want to come out), but it'll tighten everything up to maximise the effect of your wheel, tyre and suspension mods. Fitting strut braces, chassis braces, and even a roll cage will get things even stiffer.

The idea is that stiffer is better. Naturally this will mean that your car's comfort is massively compromised, but you didn't do this to be decadently luxurious, did you?

www.superproeurope.com

What springs and struts?

The cheapest way to lower your car is to swap the stock springs for lowering springs. If you get progressively-wound ones, they'll be soft and compliant when you're pootling around, and firm when you're being aggressive. What's the advantage of stiffer springs? You get less body roll in corners, and also less compression under weight transfer (i.e. when harshly braking or accelerating).

The next step up is to replace the dampers. You can either go for adjustable dampers with matching springs, or all-in-one adjustable coilover units. Either way you can place the height of the car just where you want it, allowing you to tailor it perfectly to whichever track or roads you're tackling. The key here is to get it sufficiently low to improve the handling, without going so low that the wheels are rubbing the arches. Much like with static fitment, fine-tuning motorsport stance is an intricate art.

Corner-weighting allows you to distribute your car's weight more evenly by fine-tuning ride height settings. And, of course, proper four-wheel alignment will pay dividends.

It's also worth noting that, despite what some people will tell you, decent air-ride setups are designed for track use – Air Lift Performance kits, for example, offer incredible adjustability and stability along with OEM-quality fittings.



Wheely good choice

Wheels need to be chosen well. Don't just think about the pretty design and the diameter, but the construction, weight and width. Wider is better in terms of grip, and lightweight wheels will reduce unsprung mass (i.e. the mass of everything not attached upwards of the suspension), so the suspension will have less work to do and thus be more efficient. Something like the Revolution CR10 will offer a remarkable weight saving over stock rims.

www.rotiform.com / www.revolutionwheels.com /
www.bolawheels.co.uk

Glossary

Poke:

when the lips of the wheels, or indeed the wheels themselves, poke out beyond the arches



Tuck:

when the wheels are neatly tucked away inside the arches



Flush/hellaflush:

when the wheels sit perfectly in-line with the arches



Camber:

the angle of the wheel compared to being totally upright. Negative camber sees the bottom of the wheel sitting further out than the top. (Positive camber is the opposite, and can be found on the back of old VW Beetles and Fiat 500s...)



Stretch:

fitting narrower tyres to your wheels to provide a steeper sidewall angle



Spacers:

little metal doughnuts to bolt between your wheel and hub to space it out a bit more; available in countless widths for fine-tuning of fitment



Static:

living the low life every day, come what may



Bagged/juiced:

see above, but without fear of speedbumps and ramps



Rake:

when the rear of the car sits higher than the front, nose-down dragster-style. (See also 'Mexican rake', where the front is higher than the back, like a gasser.)



Staggered:

when the rear wheels are wider than the fronts, generally found on rear-wheel-drive cars for grip, stanced cars for looks, and taken to extremes on dragsters. (In the case of front-wheel-drive dragsters, the fronts are often wider than the rears.)



Rolled arches:

bending back or trimming the inside lips of your wheel arches to allow for more tyre clearance



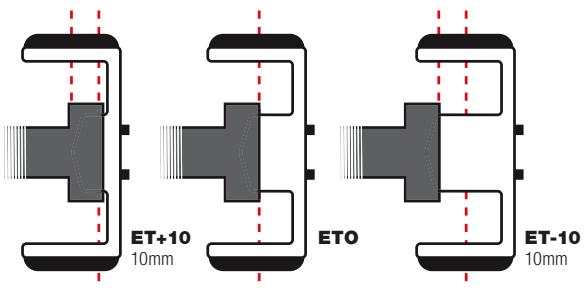
Tyre sizes:

a weird mix of metric and imperial measurements. For example, if you have a 225/40 R18 tyre, that means it's 225mm wide, the sidewall height is 40% of that 225mm width, the R stands for 'radial', and it fits a wheel that's 18-inches in diameter



Offset:

often measured in 'ET' (short for 'einpresstiefe', German for 'offset'), with the number being in millimetres. Positive offsets have the hub-mounting surface toward the face of the wheel; negative offsets have it toward the brake side.



Top Tip: If you're running aggressive fitment and your lips are exposed, a set of Rim Savers might just save you an expensive refurb.
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BLACK BRONZE & SILVER POLISHED



ST3

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& 20" x 8.5" / 10"
MATT BLACK, SILVER,
BLACK POLISHED LIP & GUNMETAL



ST4

15" x 8"
GOLD, BLACK, GUNMETAL & SILVER



ST6

15" x 8" & 16" x 8"
GOLD & GUNMETAL



ST7

15" x 8" & 16" x 8"
BLACK BRONZE, BLACK, GOLD, SILVER,
GUNMETAL & RED



ST9

19" x 8.5" / 9.5" & 20" x 8.5" / 10"
SILVER POLISHED, BLACK POLISHED
& GUNMETAL POLISHED



ST11

17" x 7.5" & 18" x 8.5" / 9.5"
SILVER POLISHED



ST16

18" x 8.5" & 18" x 9.5"
GUNMETAL, GLOSS BLACK & BRONZE



ST17

15" x 7" & 17" x 7.5"
GLOSS BLACK POLISHED

- FLOW FORMED -



SF1

17" x 8"

BLAST BRONZE & DARK MIST



SF2

19" x 8.5" & 19" x 9.5"

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HOT RIDE: CIVIC TYPE R

Words Sam Preston Photography Daniel Pullen



HOT AIR

While most EP3 Civic Type Rs seem to spend their lives being hooned around race tracks nowadays, Craig Allen has dared to be different, with his refreshingly unique, aired-out show-stopper...





It's funny how certain models of cars can develop a very particular image for themselves as they age. Take the much-loved EP3-shape Honda Civic Type R as a prime example: a hot hatch that's developed into THE go-to affordable track toy for those who can't quite stretch to a Porsche GT3 but still want reliable, revvy thrills as they blast around their favourite race track.

And while these little pocket rockets are undoubtedly very well suited to living a life of being thrashed around a circuit, does this mean we should frown upon those who decide to take a slightly different route with them?

Chesterfield-based fabricator Craig here certainly doesn't think so. Having loved the way these Civics look for many years and recently on the hunt for his next fun daily driver, he's put the track-inspired image on the back burner and carved his own path when it comes to modifying, leaving him with an example that is not only much more unique than most, but also far more versatile than you might first think.

"My first Honda was the less-powerful version of this – the EP2 – as that's all I could afford at the time," Craig reveals where his love for this particular shape of car began. "It was enough to get me to eventually buy the Type R version." Finally

snapping up a slightly body damaged Milano Red example off a friend who wasn't confident on repairing it himself, the initial plan was to get the car fixed up before subtly improving on its aesthetics with the likes of a subtle drop and some interesting wheels.

With the repairs quickly seen to, things took a slightly more serious turn than expected as Craig got inspired by some of the more extreme show-focused versions of this car that were killing it out in the States at the time. Combined with the fact his daily commute often led him down some treacherous country roads, and perhaps the most notable modification on the entire build soon made its way into his life.

"Someone I knew was selling their full D2 air suspension system designed specifically for this car," Craig smiles – the kit potentially promising to not only provide him with a killer stance when aired out but also offer up far more adjustability than coilovers when it came to tackling those potholes.

"Because it's based on coilovers anyway, it still handles like a dream, but just means it looks far more awesome when parked up and also saves me from repairing my splitters every time I take it for a drive!"

Some will undoubtedly be a little sceptical about adding air to such a famously well-handling ride, but it's hard to argue with

Craig's bang-on logic here. Figuring he'd stepped things up a notch now he had such an unusual chassis on his hands, Craig thought he'd also take things to the next level when it came to how the hot Honda looked. With the help of carbon-fibre guru friend Jez, a bonnet and some other Mugen exterior parts in the same lightweight weave were whipped up, nicely contrasting against the bright red body panels. Craig finished off the black-and-red theme by painting the side skirts, rear bumper and roof in the dark shade to match. This bold, two-tone look allows the car to stand out for all the right



Manifold-back exhaust comes with a Spoon Sports N1-style back box

“By doing exactly what suited him, Craig’s left with the freshest Civic this side of Santa Monica”



The 2.0-litre K20A2 i-VTEC DOHC engine with a full bay polish and ported intake



Premier Edition-spec Recaro buckets, DND Performance steering wheel, 6two1 gearknob...

reasons, working even better when it's dumped on terra firma.

Originally rocking a set of Calibre multi-spoke rims with contrasting gold faces and enjoying the way the colour scheme set off the rest of the car, the same hue was chosen when Craig refurbished this ultra-rare set of JDM splits he stumbled upon recently that now take pride of place on each corner. "They're made by a company called Stitch, but there's not much information about them anywhere online," he grins, as he reveals just how unique his three-piece wonders really are, their polished dishes giving the whole car an extra-special look that just makes the whole

thing even more unforgettable. With the help of rear camber arms and Skunk2 lower control arms, these eight-inch-wide puppies were soon sitting pretty underneath the factory arches.

Inside, the high standards seen elsewhere remain, with Craig trying his hand at woodwork to get that frankly epic air/ICE boot install up to scratch.

"I'm used to working with metal, but thought I'd try and create something that looked good here," he modestly tells us, clearly succeeding in the task of creating a special environment to display that air tank and 10-inch sub-woofer out back. Up front, a duo of Premier Edition Recaros are

set off with those must-have Takata harnesses, with Craig's handiwork continuing in the form of a custom mount for his extra dials which now sit neatly just above the glovebox.

It may seem like most of the work performed follows a show-friendly formula, but Craig's keen to stress this is still his daily driver and he continues to enjoy the VTEC-fuelled excitement these machines famously offer up at any given opportunity.

It's why you'll find some well-thought-out parts under the bonnet that only add to the fun, such as the K&N intake, full exhaust system and Tegiwa radiator all making an appearance, with the bay itself receiving

Exterior styling includes a carbon-fibre bonnet, Mugen grille, rear spoiler and boot lid





A tasty set of dash-mounted gauges



HOT RIDE: CIVIC TYPE R



Craig's ultra-rare set of JDM splits

swathes of carbon fibre and polished metal to make sure it stacks up to the high standards on the rest of the build. "The performance is still just as brilliant as you'd expect," Craig stresses. "It handles incredibly, while remaining practical and comfy, too."

It's nice to see someone with the minerals to venture off the beaten track and try something new with the popular EP3

chassis. By doing exactly what suited him, rather than others, Craig's left with the freshest Civic this side of Santa Monica at his disposal. "It'll probably be getting some more carbon bits, and then I'll just see what inspiration I get next," he confidently tells us his future plans with this stunner.

Regardless of what they are, we're in no doubt they'll get people talking for all the right reasons. **FL**

"It handles incredibly, while remaining practical and comfy too"

TECH SPEC: CIVIC TYPE R

STYLING

Carbon fibre bonnet; Mugen grille; Mugen rear spoiler and boot lid; Mugen-style front splitter; Stuke canards; rear diffuser fins.

TUNING

2.0-litre K20A2 i-VTEC DOHC engine; full bay polish and ported intake; K&N Typhoon air intake with carbon fibre intake cover; manifold-back exhaust system with Spoon Sports N1-style back box; MJC silicone hose kit; Tegiwa alloy radiator; K-Tuned alloy radiator, top pulley and dipstick; Tegiwa rocker cover dress-up kit; MJC spiked rocker cover bolts; Tegiwa torque damper; D1-spec earth kit; carbon-fibre battery cover and fuse box.

TRANSMISSION

Six-speed manual gearbox.

CHASSIS

8x17in Stitch five-spoke three-piece split rims; 195/40x17 tyres; D2 air suspension system; MJC spiked top mount bolts; Skunk2 lower control arms; Beaks rear tie bar; rear camber arms; factory disc brakes.

INTERIOR

Premier Edition-spec Recaro reclining bucket seats; Takata harnesses; harness bar; DND Performance steering wheel with Grip Royal horn button and NRG snap-off mechanism; 6two1 gearknob; dash-mounted gauges (oil pressure, oil temperature and voltage gauge); five-panel 'Wink' rear-view mirror; LED footwell lighting; boot install with LED lighting; Pioneer headunit; Vibe/Pioneer up-rated speakers; Bassface 10in sub-woofer; air tank with hard piping.

THANKS

Big thanks to Carl Blakeley, Brandon Williams, Marcus Kirby and Jez Howarth for all the help building the car – I don't think it would be like it is without these people; also Dean Stevens for supplying me with all the Mugen fibreglass bits.



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MIMMs

LONG GONE ARE THE DAYS OF OVER-PRICED PICK 'N' MIX,
PANINIS AND UNLEADED PETROL...

For all those not acquainted with the famous MIMMs Honda Day, it started way back in 2009 – with a small meet at South Mimms Services at the junction of the A1M and M25.

Obviously it didn't stay small for long. Nowadays most of us don't even have to brave the miles of stationary traffic that is the London Orbital to find it. In fact, over the next few years, this gathering of all things Honda steadily outgrew its spiritual home and has gone on to become one of the most popular Japanese car events throughout the whole of our little island.

Think of it as a travelling version of the original. Although the name well and truly stuck, for the last half-decade it's not only hit a multitude of different UK venues, but it's

become as much a British institution as, well, the bad weather.

Talking of which, some classic British weather certainly turned up on this particular Sunday at Santa Pod!

Still, we're only talking about April showers here, even if they did seem to be more akin to Armageddon itself. The strip being rained off from time to time is simply par for the course here in the UK. Was a little thing like that going to dampen the spirits of the guys who'd travelled from all over Europe to show off everything and anything with a H-badge? Of course it wasn't. That's why the car gods invented the umbrella!

The only thing missing was a two for one offer on a collapsible chair and some incinerated cheese and ham slices. NOT!

On to the next one. Roll the pictures...

OUT THERE: MIMMS



Young and Old

Back in the day, you used to find a lot of tuned street cars and daily drivers on display and, to be fair, you still do. In fact, just like in the years this event was held at South MIMMs Services, loads of cars make the trip from all over Europe too. The key thing about the modern MIMMs though, is that it's not just the modern fast-road weapons you expect to turn up. There's a whole load of other cars that come out of hiding too. This time around we saw everything from pampered road-legal retro icons, to not so road-legal track and strip weapons. In other words, everyone is welcome here - and long may that continue!



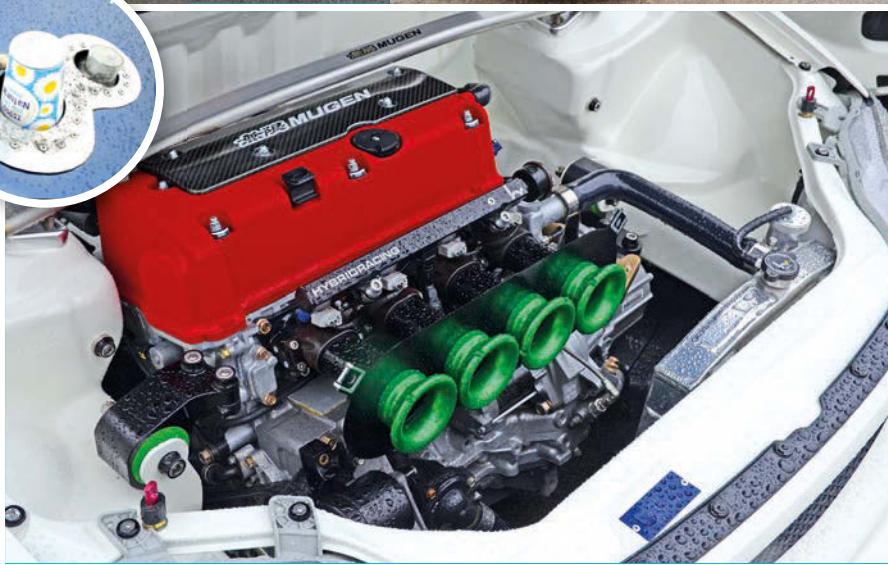
No Action

Although the pissing rain didn't put off the Honda fan boys from attending it did turn off the strip, which was a massive shame. Judging by the weapons that were on display, I'm pretty sure we would have seen some pretty quick times. Damn you, mother nature!



Wheels and Tyres

Walk around a VAG meet and you'll see an abundance of stretched tyres sitting on beautiful split rims, but at MIMMs it's the opposite. The VTEC crew know exactly what they like and that's lightweight rims rocking super-sticky tarmac-grabbers. Every other car was rocking a set of Toyo R888 or Nankang AR-1s or the like. Soichiro Honda would be proud.



Baywatch

If there's one thing as important to Honda owners as the badge on the bonnet, it's what lurks beneath. Whether it's some sort of N/A VTEC witchcraft, or the cheeky addition of some forced induction, there's nothing we love more than the guys who can't wait to get their hoods up and show us exactly what's cooking, even when it's coming down like some sort of tropical storm, and they're almost guaranteed to get some nasty wet bits. Just check out this lot and applaud their bravery!



Robert Reid's S2K was one of the cars of the show for us. The wide arch kit, WORK rims wrapped in sticky Federal tyres, K-Sport stoppers, and lashings of carbon fibre tell us this is one of the best S2000s in the UK right now

OUT THERE: MIMMS



Does this look familiar? Well if you've seen the feature on page 62 it certainly should do. MIMMs is where we spotted Craig's car and snapped it up for a full feature.



Next Time...

If you missed this instalment, you'll be mighty glad to know you don't have to wait a whole year to get in on some MIMMs Honda Day action! Nope, the next event takes place at Rockingham on Sunday 22 July and, you never know, being summer you might even see a spot of sunshine too. Stranger things have happened!



Russell Taylor has proven you don't need to grow-up when you need a 'sensible' family car. This Honda Stream might look unsuspecting from the outside, but look under the hood and you'll find a boosted K24 that's pushing out over 490whp! Is there a quicker way to do the school run?



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*Built not bought, Ant Rogers'
Focus XR5 Turbo is the best of
Aussie tuning*

THUNDER DOWN UNDER



Queensland, Australia is a peaceful place. Situated next to the Great Barrier Reef, it's big, it's rural and it's sunny – more often than it's not. Park Ridge, a sparsely populated suburb in the south east of the state, is quieter still. With barely 2500 people spread over six square miles. But there's a storm brewing. A storm with 430.6 horsepower... at the wheels... on low boost. Loud, lairy and more than a little scary, welcome to the world of Ant Rogers and his Ford Focus XR5 Turbo.

Ant has been lustng after the post-facelift XR5 – that's an ST to you and me – ever since the model was launched. But it would

take a while to find the funds. In the years before the Focus arrived, Ant focused his tuning energies on his first project car, a Mazda 323 Astina. "When it was finished," he remembers. "I took my dad out in it and he said it was unsafe to drive." Ant's father was so unimpressed by the Mazda that he suggested they trade in the 323 and Ant's Ford Escape daily to fund something newer. That something was a 2010 Focus XR5 in Moondust Silver.

Upon collection, Ant's new car was entirely stock and he intended to keep it that way. His resolve lasted a whole month before an XR5-owning friend provided the tuning trigger. He'd bought his 2008 Focus on exactly the same day of Ant and swiftly

called him with news of an irresistible deal: Dreamscience had a sale on. "It was a tune up and secondary dongle package for \$1,000 [about £550] and we were going to split the cost in half," says Ant. "I couldn't afford it at the time but he offered to let me pay him back in instalments. So that's how it all got started!"

Ant had experienced his first tantalising taste of a fast Ford and he wanted more. Over the next four months, he added an assortment of bolt-on performance parts to the car and began altering the exterior in his own time before attracting the attention of Troy, the man behind Brisbane tuning house 2XS Racing. "He wanted to prototype stuff on my car," says Ant. "And he had

HOT RIDE: FORD FOCUS XR5



cheap parts for sale so I went for it.” A bundle of weeks later, the XR5 had reached Stage 3.

It still wasn’t enough, so Ant hurled the Dreamscience Turbo X package at the car. Overnight, the XR5 gained a DS-AET-K04/06 hybrid turbocharger, Bosch 550cc injectors, a Focus RS oil cooler, a larger intercooler, a turboback exhaust system and a Turbo X+ ECU remap. It was enough to keep Ant content. For a bit. Twelve months later, he swapped to a JW Racing Stage 4 package which a strong turbo and even larger injectors.

Then it all went wrong: three piston liners cracked, bending the valves and hydrolocking the engine. “Yeah, it wasn’t great: it pretty much screwed the engine. I’d just come back from working the mines and had a little extra cash, but I was in two minds: should I part out the car or do I bite the bullet?”

Ant decided to stick with the car, but the price of replacement parts saw him take the build in a new direction. “I ended up thinking that, if I was going to build it back up, I’d be far better spending the money once on the best parts. That way I won’t have to worry about anything going wrong in the future.”

His new approach lead him to Mostech Race Engines, a professional workshop who build motors for one of the fastest teams in the hyper-competitive V8 Supercars race series. “I explained what had happened,” Ant continues, “then asked them to forge the engine and do it right.” He also asked the team what they’d add to the Duratec inline-five if they were embarking on a money-no-object build – before buying every part they suggested.

While Mostech were blueprinting and balancing the engine, Ant was puzzling over his next choice of turbocharger. He eventually returned to Dreamscience, who created a Stage 5 kit for the XR5. Changes included a Borg Warner S256 turbo, a Turbosmart 38mm external wastegate, a cast turbo manifold and a whole bunch of Focus RS electronics. 2XS Racing then fabricated the intake, downpipe and screamer pipe to make the package work, bringing the car up to 356 wheel horsepower at 24psi of boost.

Ant stuck with the new Dreamscience turbo for 18 months before 2XS Racing suggested another performance leap. “Troy knew I’d always wanted a high-mount turbo so we went trade-for-trade. I fitted his

workshop out with compressed air and he did all the fabrication work.” Experimenting with a donor XR5, 2XS Racing soon developed a custom downpipe, turbo manifold and a 45mm screamer pipe for the build.

While Troy was working away, Ant was planning his next move: an even bigger turbocharger, to better take advantage of the rebuilt Mostech engine. Having rerouted the vacuum and fuel lines and heatshielded everything in sight, he soon settled on a massive Borg Warner S300SX-60 T4 twin scroll unit with a Turbosmart 45mm external wastegate and a Vee Port blow off valve. With everything back together, the set up makes 430 wheel horsepower at 24psi. The dyno didn’t go high enough to read the torque output...

There’s more to Ant’s build than motor. Power channels through a seriously trick automatic torque biasing Helical LSD on the way to the front axle, which wears Enkei RSF5 18-inch alloys and 235-section Federal RS-RR semi-slick tyres. To keep that racey rubber on the ground, Ant has also added Summit Racing strut braces, a Mazda 3 MPS rear anti-roll bar and a set of Pedders Xtreme coilovers. The new

DRIVER SPEC

Name: Anthony Rogers

Age: 27

Occupation: Compressed air and pneumatics family business

Track day or show & shine? Track day.

Sierra RS500 or Focus RS500? Probably the Mark 2 Focus, we didn't get them here.

WRC or BTCC? British Touring Car. Rally is so interesting to watch but I can't watch it for as long.

Lessons learned from this project? If you make one thing stronger, you've got to make everything stronger...

What's next? I've currently got an Auto Specialists Mark 2 Focus RS widebody kit coming from the UK and I'm going to see how close it is to fitting.



A Borg Warner S300SX-60 T4 twin scroll with a Turbosmart 45mm external wastegate

“The dyno didn’t go high enough to read the torque output”



HOT RIDE: FORD FOCUS XR5



suspension gives the XR5 exceptional presence, but it's far more about go than show, benefiting from 30 way adjustable Pedders dampers.

Out on track, Ant soon realised he needed another mod to help the body stand up to the engine's hammer blows. "It used to crack my gauge pod at 24 psi; I went through four of them!" He settled on a four-point, bolt-in half roll cage, the most extensive in-car strengthening allowed by Aussie road rules. "A friend of a friend had it in his Focus RS," Ant explains, "then my friend got it. It was already Ultimate Green and I badgered him for months before he sold it to me."

Outside, the XR5 has seen hundreds of minor changes. There's carbon fibre wherever you look, from the front grille to the rear spoiler to the door handles, while flashes of Ultimate Green set the car off. "I don't have anything particular in mind aesthetically, but I'm never happy with it. It'll always look better if I tinker with it!"

The overall effect is set off perfectly by a full respray in Mercury Silver: the same colour as the 1969 Mustang owned by Ant's father.

Inspired by the V8 Supercars he saw at Mostech, Ant has also fitted the XR5 with a custom-built quick-remove front bumper. "It took about two days of straight work to get the brackets and mountings made," he says, "cutting bits off to get it basically into place.

"Then it took another month of welding and trimming to get it sitting right. It was worth it though: I take the bumper off whenever I'm working on the car and wanted to make it a 10-second job!"

Sat behind the XR5's custom carbon fibre steering wheel, which was secured through OEM Denied Performance and created by their carbon supplier, Ant still isn't finished. "I'm currently looking at a new ECU, a wide-arch RS kit and wider wheels too. Right now, it's only the baby stages of what it could do." Take cover: this storm is growing into a hurricane! 



SIX STAR SPEED MACHINES

Over the years, Ford of Australia has offered a medley of unique performance models for discerning local hooners. From the late 1960s, Ford of Australia produced a run of stunning Falcon saloons and coupes all rocking a 5.8-litre V8. Styling was nuts, with shaker hoods, big wings and NACA ducts, while the fastest models produced over 300bhp.

Decades later, Ford revived the fast Falcon range with the six-cylinder XR6 and V8-powered XR8 models. Both nameplates survived over several generations, producing as much as 460bhp, and they all look stunning. In the mid noughties, Aussie Ford also produced two models you might recognise: the Fiesta XR4 and Focus XR5. Named to fit in with the fast Falcons, we'd call them the Mark 6 Fiesta ST and Mark 2 Focus ST respectively.

The 2018 Australian range doesn't look quite so exciting. After Falcon production ceased in 2016, Ford's Down Under performance offerings have come into line with ours. Aussie buyers can grab a Fiesta or Focus ST, a Focus RS or a Mustang, but there are no special offerings for the market. That could be about to change, thanks to the Ford Ranger Raptor. Based on the lunatic American F150 Raptor, the range-topping Ranger will offer a 10-speed auto, 369lb-ft of torque and 2.5 inch Fox Racing Shox shock absorbers in a brutally styled pick up package. Off roaders don't come much more aggressive. We're very jealous; Ford, bring it over here!

TECH SPEC: FORD FOCUS XR5

ENGINE

Ford Focus XR5 2.5-litre Duratec inline five rebuilt by Mostech Race Engines; fully blueprinted and balanced with custom machined Wiseco forged pistons; 7.9:1 compression ratio, Darton sleeves; custom deck plate; custom drilled coolant passages; K1 H Beam Forged Rods; Sitech Racing Custom Ground Cams; LG Racing stainless intake valves; Inconel forged exhaust valves; ARP head studs; Glyco big and main bearings; Piper titanium valve springs and retainers; 2XS Racing custom 3in alloy intake; custom alloy airbox; Borg Warner S300SX-60 T4 twin scroll turbocharger; Turbosmart hypergate 45mm external wastegate; 45mm screamer pipe; 2XS Racing custom 3in downpipe and 2XS Racing 3in turbo-back exhaust system; 2XS Racing custom sidewinder turbo manifold; Turbosmart Vee Port blow off valve; Aeroflow fittings custom braided turbo oil feed and drain; Dreamscience custom RS fuel hosing with upgraded pressure regulator; Walbro 460lph in-tank fuel pumps; 1000cc fuel injectors; 6AN custom black stainless steel fuel feed line with quick connect couplers; Winner Racing alloy radiator; Pumaspeed coolant hoses in Monster Green; RDR front mount 19 row oil cooler, 10AN custom braided oil hoses; 2XS Racing custom 3in stainless steel hot side piping and 2.5in alloy cold side piping; 2XS Racing modified coolant rail; Forge Motorsport race intercooler; Sitech racing plenum; Auto Specialists alloy header tank; Auto Specialists injector rail cover; Auto Specialists billet oil, washer, power steering and dipstick caps.

POWER

430.6whp; dyno tested at 24psi.

TRANSMISSION

Ford Focus ST six-speed manual with Helix Autosport six-pack hi-torque clutch; SMF Chromoly lightened flywheel; Quaife limited-slip differential; Timken bearings and Hardrace gearbox mount.

CHASSIS

Pedders Xtreme coilovers with 8kg front and 6kg rear spring rates; adjustable dampers set to 10 hard front and 12 hard rear; Mazda 3 MPS rear anti-roll bar; Summit Racing strut brace and Vibratronics torque mount; K-Sport eight-piston front brake callipers in Ultimate Green; relocated vacuum hose and brake booster; Enkei RSF5 18x8in alloys all-round with 235/40R18 Federal RS-RR tyres and 20mm Garage Line wheel spacers.

STYLING

Focus XR5 bodyshell with custom respray in Mercury Silver; custom quick release front bumper; carbon fibre rear spoiler, bonnet trim; front grille cover; Ford Mark 2 Focus RS bonnet vents; foglight surrounds; boot trim; petrol filler cap; mirror covers; door handle covers and aerial cover; Mick Motorsport Composites custom carbon fibre splitter; ACR Composites WRC air vents; custom modified front lower grille; AJ Autostyle rear bumper; custom sideskirt extensions; front bonnet latch delete; foglight delete; green Hella horns; custom intercooler fins.

INTERIOR

Ford Focus XR5 interior with rear seat delete; rear seat area carpeted; custom four-point bolt-in half roll cage in Ultimate Green; air conditioning delete; battery relocated to boot; replica Recaro Sportster CS front seats; Takata four-point harnesses; custom carbon-fibre steering wheel; Mugen carbon-fibre gearknob; GFB G Force 2 electronic boost controller; a pair of Soundwave 12in subwoofers.

THANKS TO...

Mostech Race Engines; OEM Denied Performance; Waterford paint; 2XS Racing; Viva Performance; Dreamscience; and all friends and family for putting up with my moods!

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Who'd have thought an Astra estate could be turned into a show-stopper? Remco Gijzen's been having a real gas confusing passers-by with his twin-cam Caravan...





Shaved engine bay with fluid reservoirs and battery relocated



Everything has potential. That's one of the undeniable constants of the modifying world. Sure, there are established ways of doing things, well-trodden paths which ensure every modern showground is bristling with Mk5 Golfs on air-ride and E46s with CSL styling. But you'll always find unexpected treats based on cars you'd never thought could be cool.

There was a Rover 75 estate on the scene a while back, slammed over WORK Seekers. It looked awesome. Someone's buttered the mechanicals from a TT Quattro into an old Skoda 120. There's a Xsara Picasso on hydraulics with chrome smoothies. No matter how unappealing a car may seem, it only takes one well-modified example to let you see it in a whole new light.

Take the Opel Kadett E estate, for example. What we'd know in the UK as a MK2 Astra, this boxy station wagon (amusingly called the Kadett Caravan in

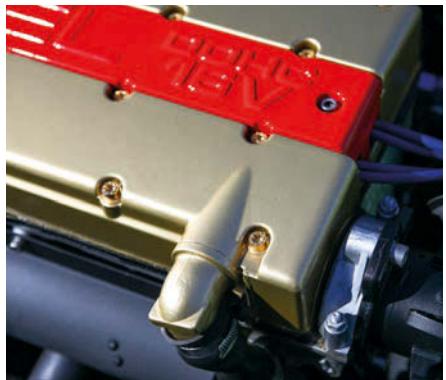
Europe, for extra dork points) is something we used to see everywhere in the 1980s, and never gave a second glance, as they were dull cars for pensioners, their spacious boots ideal for trips to the garden centre. These cars have all but died out because nobody gave a toss about them.

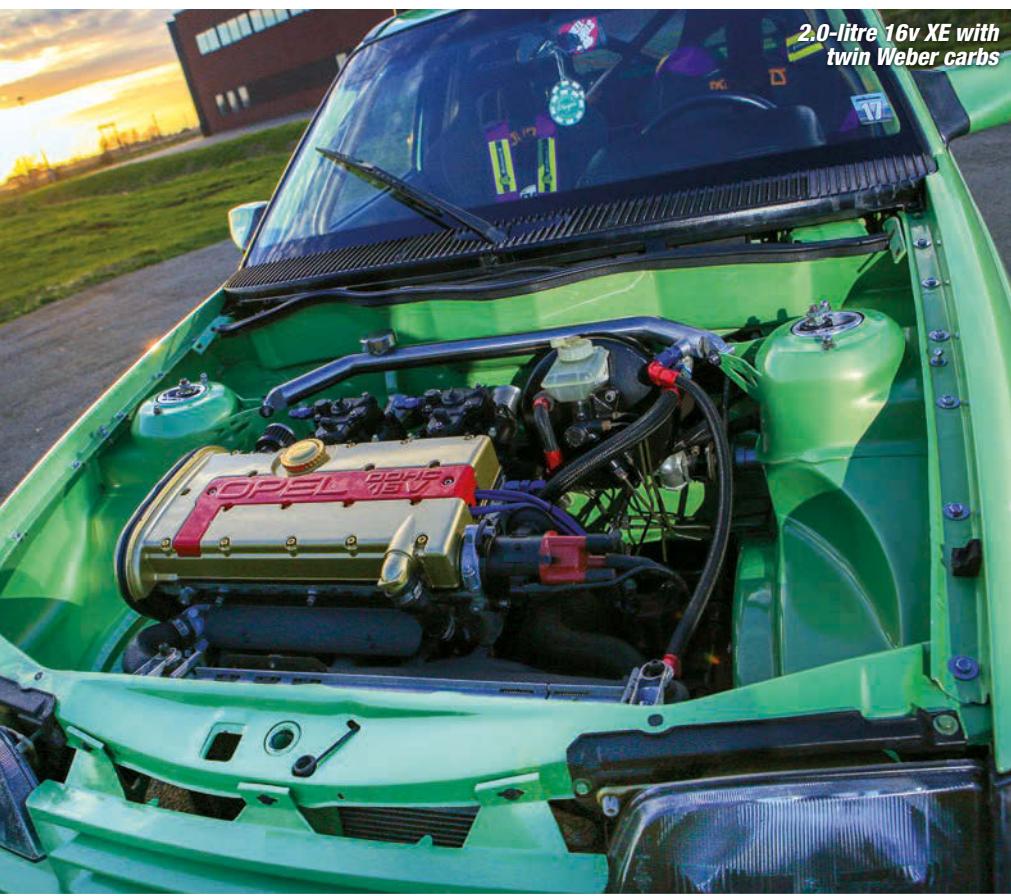
And then, out of nowhere, this shimmering green vision of magnificence appeared on the show scene, and suddenly everyone had to have a bit of a rethink. It twists your melon, unexpectedly falling in love with a car you'd never cared about before. It takes some getting used to.

The master of the double-take here is Remco Gijzen, a Dutch entrepreneur with a penchant for the offbeat. Indeed, with his proclivities leaning toward the East German unusualness of the Trabant, a booted Astra is near enough mainstream in his world. It certainly represents the fulfilment of a lifetime's ambition for him. "I was 14 years old when I first got the bug for modified cars," he explains. "It was at a Trabant meet in Zwickau, Germany, although it was the Kadett GS that became my boyhood dream." The car we know as the MK2 Astra GTE. It's understandable that a fresh young petrolhead would become infatuated with this iconic hot hatch – and when he reached the age of 18, Remco bought one. "I was infected by the Kadett E virus!" he laughs.

Three more GSIs followed – two of which he still has – along with a T5 Transporter and, yes, a Trabant, all having been eagerly modified. But it's the Kadett Caravan which offers perhaps the clearest window into this offbeat modifier's psyche.

"I'd built one of these Caravans before, just as a winter car, and I always regretted





HOT RIDE: OPEL KADETT

selling it," Remco recalls. "So I bought this one back in 2010 – and it's been through a few different renovations since!"

He's not kidding. And while the car did actually sit fallow for around six years while Remco got his new business up and running, he attacked the thing with great vigour once the vision of the finished product had crystallised in his mind. Keen to roll up his sleeves and tick things off the growing to-do list, our plucky hero took care of about 95 percent of the mods on the car himself, working to a vision that encapsulated the performance of the GSi, the imposing profile of the Caravan, and the stance of the modern show sweetheart.

The engine is a 2.0-litre XE, as you'd find in a GSi/GTE, but here it's been converted to run on twin Weber carbs, which sounds utterly sublime – particularly combined with Remco's own home-brewed stainless exhaust system. It nestles jewel-like in a fully shaved bay, the top

mounts raised and the fluid reservoirs and battery relocated.

"I custom-built the air-ride system too," he says. "It uses Air Lift Performance components with 3P management and Koni Yellows at the back, with modifications to the front legs and rear axle. All the suspension points on the chassis have been raised to get everything as low as possible – as a result, the trailing arms lie on the ground when it's aired out! There are Powerflex bushes throughout and every component has been powdercoated. I also made new camber plates for the front, and shortened steering rods."

The interior is an absolute work of art too. The rear's been gutted, with a flat floor fabricated to provide a home for the air-ride system, and Remco's installed a swanky gold-painted rollcage with bolt-in door bars. Have you ever seen a Kadett estate with a 'cage? This may well be a first. The seats are pretty special as well, being top-spec

Cobra items with custom Players stitching. Why Players? "Well, I don't go to a lot of shows, as I prefer to be in the garage tinkering," he admits, "but the Players Classic at Goodwood is one of my favourites." Again, all the work inside's been carried out by this unstoppable force of nature – the Alcantara trimming, the seat frames, the superstructure for the air lines, the works.

Naturally there's no point going to these extreme lengths if you're not going to lavish the same level of attention on the exterior, and Remco's really gone to town here. Just look at those flawless panels. We've got no proof to back it up, but we're going to say that this has to be the straightest, cleanest Kadett E Caravan in the world. It must be. And to accentuate that flawlessness, he's shot the whole thing in a unique shade of crystal green, using just a few select embellishments to act as breaking detail: GSi bumpers, Kamei spoiler, tinted

"It was a challenge to get the car as low as possible while maintaining the original look"



The cleanest Kadett E Caravan in the world?



And there's still room for a small wardrobe



"I was infected by the Kadett E virus!"



HOT RIDE: OPEL KADETT



TECH SPEC: OPEL KADETT

STYLING

Custom green paint; Kamei front spoiler; GSi bumpers; Astra F door handles; tinted headlights and indicators; Irmscher taillights.

TUNING

2.0-litre 16v XE; twin Weber carbs; custom 55mm stainless steel exhaust system with Simons silencers; shaved engine bay with fluid reservoirs and battery relocated.

CHASSIS

8x16in ET28 BBS RS wheels with 1.5in lips; custom Air Lift Performance air-ride with 3P management; Koni rear shocks, raised front top-mounts, polybushed throughout; rear disc conversion.

INTERIOR

Retrim in cloth/Alcantara; Cobra bucket seats with custom Players/Air Lift branding; Beltenick 5-point harnesses; custom rollcage in gold with bolt-in door bars; Opel Motorsport steering wheel; stripped rear with custom flat floor.

headlights, Irmscher taillights, Astra F door handles. It's at once an exercise in subtlety and a boisterous slap in the face.

"Really, I just want to see how far I can go," Remco shrugs. "I do as much as possible myself so that I can learn all the techniques. In addition, it was a personal challenge to get the car as low as possible while maintaining the original look and parts. I think old-school cars modified the old-school way always look the best, but obviously I like to modernise things to

complete my vision. And like I say, I've got the Kadett E virus – you don't often see these three-door station wagons, it makes this a fun and unique project."

And with that, he's hit the nail on the head. Everything has the potential to be an awesome show winner with a jaw-dropping stance and electrifying performance – even a dull Opel estate can become an aspirational dream car. It only takes one well-modified example to let you see it in a whole new light. ■

8x16in ET28 BBS RS wheels with 1.5in lips



Both an exercise in subtlety and a boisterous slap in the face



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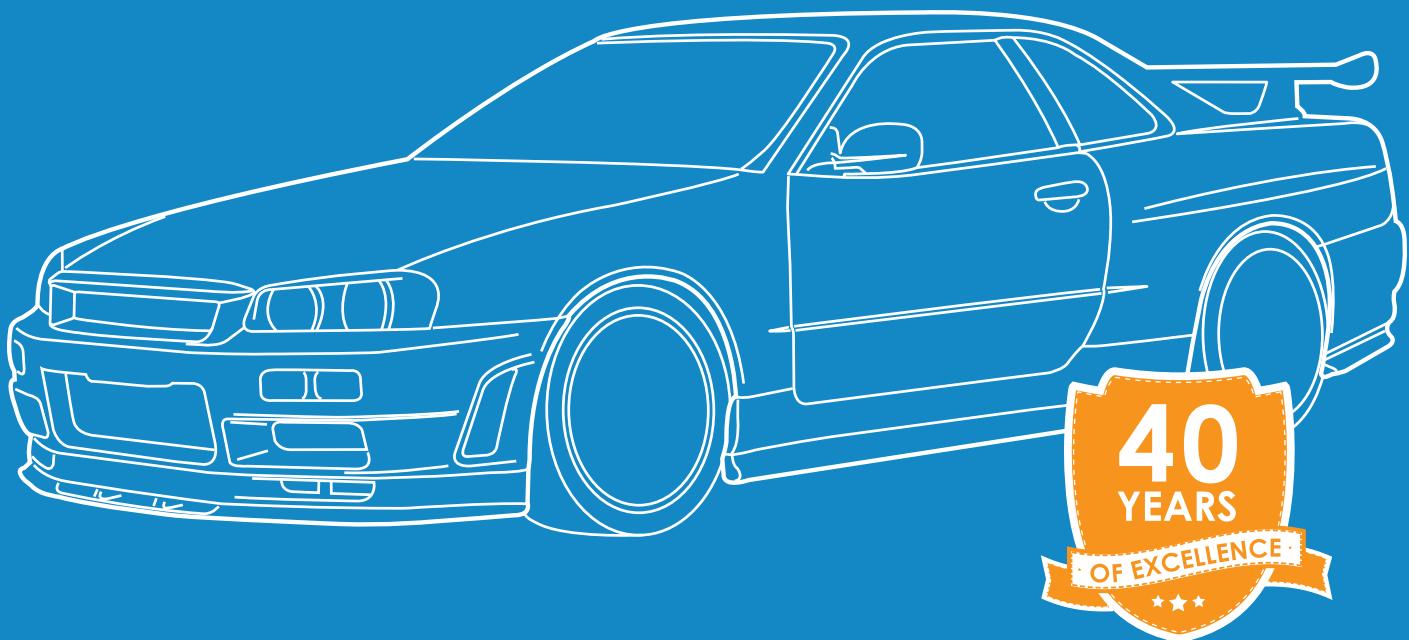


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FAST Projects



WIN ME FREE FIDDY

It's our new competition car. That's right, we are giving away a Nissan 350Z!

Start

P094

Never Finished



WISH LIST: NOTHING YET BUT LOTS PLANNED



ZERO EV TESLA-POWERED R32 DRIFTER

There are only positives coming out of this build (See what we did there?!)

Start

P096

Never Finished



MAIN MODS: TESLA ELECTRIC MOTOR



SLIM JULES' BMW E91

If you can't sell one BMW 3 Series the next best thing is to buy another...

Start

P098

Never Finished



MAIN MODS: GIVE THE CHUBBY FELLA A CHANCE



Keeping it clean

#FC PROJECT FREE FIDDY

WOULD YOU LOOK AT THAT – A WHOLE NEW PROJECT FOR FC. AND THIS ONE COULD VERY WELL END UP ON YOUR DRIVE!



Normally you'd find these pages with the header Midge's Turbo Beetle or Midge's TT and have to endure all sorts of ramblings and excuses about why I haven't finished my own cars yet.

Well, this time around I've actually got a really good excuse. We're gonna be a bit busy building a top notch motor that could be all yours!

Now, some have already noticed a rather big, sexy Nissan in the background of my Bug pages last month... but that's enough about my Navara D40 daily. No, there was another one there too: this rather hairy-chested, 300bhp, Japanese muscle car.

Well, in a very special collaboration with the fellas over on our sister mag, Banzai, we'll be sorting this 350Z right out with all sorts of top mods before we give it away at TRAX in October. All you need to do is get to Japfest Donington, TRAX Donington or TRAX Silverstone this season to find out how you could be driving this one home.

Anyway, first thing's first. After searching

for a good few weeks and finally finding a decent, low mileage 350Z (no easy task I can assure you), not to mention parting with every penny of our combined six-grand budget, we thought we'd better give it a good going over with a bucket and sponge first.

Now, whether the complex world of detailing floats your particular boat or not, it makes sense to get started on any new project with a good valet, if anything to give a decent base before the modifying fun can begin.

This time around, we thought we'd draft in the expert skills of a good mate of mine, Rob at Eco Steam – RJS Steam Valeting Services. What Rob offers isn't any old car slap-dash car washing. He's one of the very few that can get your motor cleaner than a nun's hoo-hoo by using the power of steam. He's based in Purley and does valets all over the south east.

It makes more difference than you might think too. For engines, door shuts, around

badges, fuel flaps and all the other places you don't particularly want to tackle with your hosepipe, steam cleaning shifts the most ground-in dirt with a minimum of hassle. And, as for interiors? Well, it's not your spit and skin all over the steering wheel is it? Or booty sweat trapped in the seats. You getting the picture?

The advantage of using steam is that it also kills any lurking bacteria, you can even shoot it through the vents to clean out the blowers, so what you're getting isn't just clean, it's hygienically clean.

Rob spent a good few hours outside my workshop, steam cleaning every part of the car, before giving the whole lot a Gold Star Valet and hand polish.

Suffice to say, the transformation has to be seen to be believed, even the pictures don't quite do it justice. I thought this was a minter when we picked it up, but it looks soooo much better now.

It's just a pity they won't let us keep it! Right, on to those mods...



Getting hot 'n' steamy

The beast from the east hit hard

Back to black

THIS MONTH

Parts
2006 Nissan 350Z 3.5 V6: £6,000
Interior, exterior and engine bay steam valet... £170

Total £6,170

CONTACTS

Eco Steam – RJS Steam Valeting Service
www.ecosteamvalet.com
www.facebook.com/ecosteamrjs

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*Erm, when I said,
"Tidy it up a bit..."*

ZERO EV R32 SKYLINE

BATTERIES, BATTERIES AND MORE BATTERIES (PLUS SOME WIRING)



Yep, you got it. All I have been doing is playing with batteries!

After a few hours of looking at how to make them fit, I finally came up with a way to get all of them within the engine bay. So I welded the lower frame together and started on building a metal box around the batteries.

Now to meet EU guidelines (boring!). Any battery box must be sealed and require tools to gain access to any high voltage connections. A big metal box should solve that. So it's time to build a removable lid to finish it all off.

Next up, wiring. Luckily I had help in the form of Tippers. Everyone needs a Tippers. He has spent hours stripping out the old wiring loom and removing everything that's not needed. Now he has to put it back in.

I on the other hand have to look at wiring up the BMS (battery management system). Lots of wires – 96 to be exact. Each set of cells has to be monitored, so loads to wire up. But it's vital, as the BMS makes sure everything stays safe and keeps all the

cells balanced when I'm sliding around the track. I think I will leave this bit till later on in the build.

I have managed to get my hands on a Tesla rear subframe and next time we will be fitting the rear motor. It's going to be wide!



Now where to attach the Xmas lights?



SPENT THIS MONTH

Orion BMS	£1200
Sheet metal and box section	£78
Loads of welding & metal work.....	£Priceless

TOTAL..... £1,278

CONTACTS

Zero EV
www.zero-ev.co.uk
 07557799006



JULES' BMW E91

WHAT DO YOU DO IF YOU CAN'T SELL A 3 SERIES BMW? YOU BUY ANOTHER ONE, OBVIOUSLY!

Yup, that's right folks my E92 is still available. Surely there must be someone out there who wants to make me an offer?

I almost swapped it a couple of weeks back for a B7 Audi RS4, but the owner turned out to be a dreamer, and to be honest, after test driving his remapped '480bhp' RS4 it was a lucky escape. It was so bloody slow compared to my 335i – and no, I'm not joking. It's now completely apparent why Audi boosted their latest RS4.

So what's next? Well next has already kinda happened. You see I needed a sensible daily to get me up and down the country, which has room for my dog, lunch and a camera. So I bought another BMW.

But this time E91 Touring. It's a low mileage 325i finished in Alpine white, and she's an absolute beauty.

The plans? Well, I do need to keep this one sensible. After all that's the whole reason I bought it in the first place. So I'll invest in some wheels, an altitude drop and some carbon bits for the exterior, while I'll concentrate my attentions to the multimedia sides of things on the inside.

And what about the Project FC400? Well, that's been put on hold until I sell the E91. BUT, I'm now starting to think I should keep the 335i and start phase two! New rims, more power, bigger brakes and some wide arches? If I don't get 9k in my back pocket

in the next couple of weeks, that's exactly what's going to happen!

THIS MONTH

Parts

BMW E91 325i SE £4,500!

Total £4,500

CONTACTS

www.pleasebuymycar.com

NEXT MONTH

Let the modifying begin...

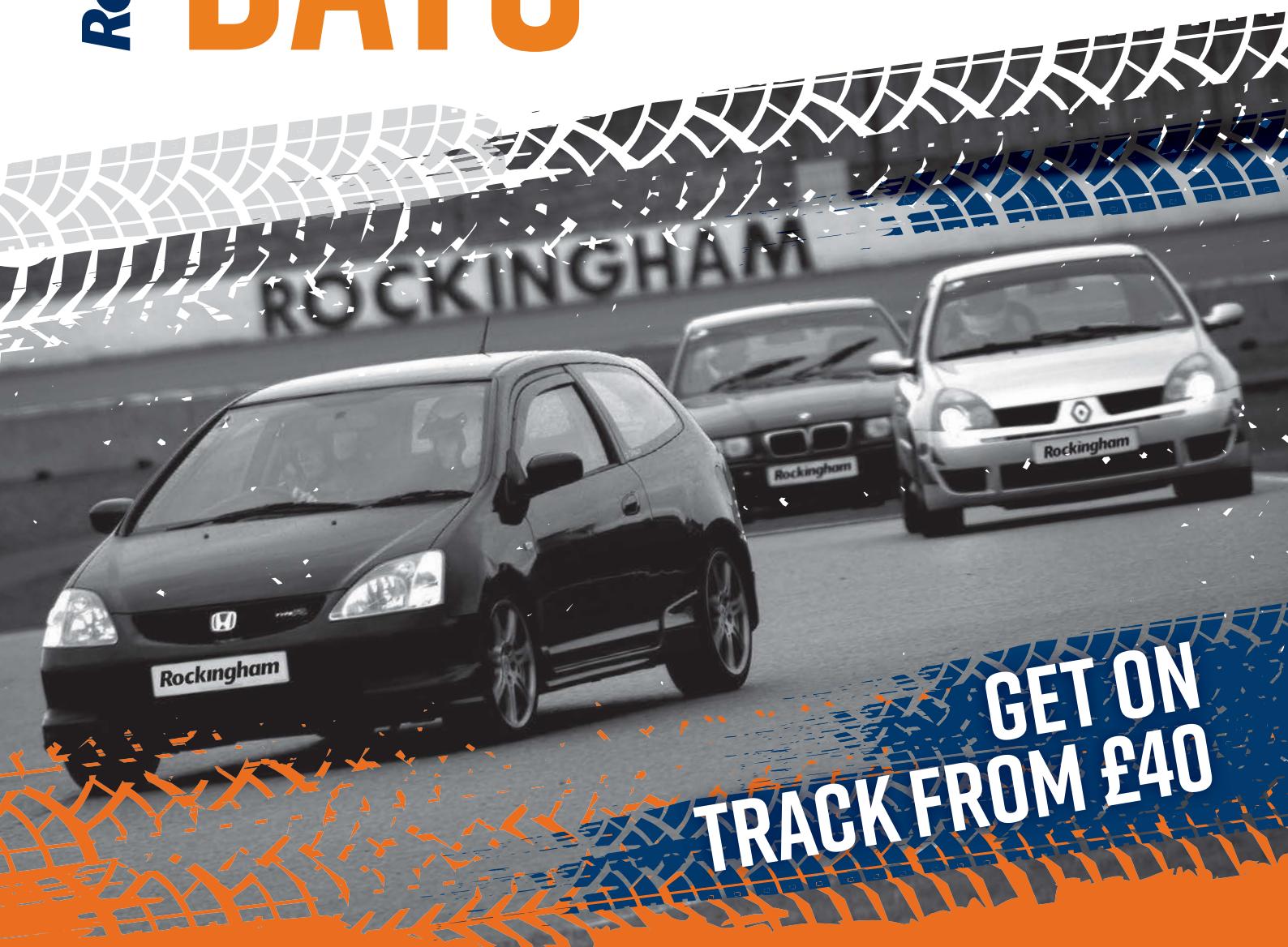


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Middle School

An important lesson for supercar posterity: stick the engine in the middle, it's better. But that's not the only schooling going on here. Brace yourselves folks, because Liberty Walk are having a go at being smooth and subtle...





Liberty Wall



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WILD CARD: FERRARI 488 GTB

The notion of a mid-engined Ferrari is commonplace today. Indeed, it's more unusual to find Ferraris that have the motor at the front. But there was a time when this was not the case. Enzo Ferrari was famously against the idea, complaining that putting the engine behind the driver was like 'putting the horse behind the cart'. His front-engined Formula One cars were doing fine in the 1950s (and it's worth remembering that Enzo never really wanted to build and sell road cars anyway – they were just a necessary evil to pay for the firm's racing endeavours). But in 1960 the 246P was tested in F1 – the firm's first ever mid-engined racer, running a 2.4-litre Dino V6.

The first mid-engined Ferrari road cars – the Dino 206 and 246 GT – didn't arrive until 1968, because again cantankerous old Enzo felt that the general public couldn't be trusted to handle such a layout. But, as with the F1 cars, the engineers managed to change his mind, and victory ensued.

Fast-forward to 2015, and we see the covers coming off the magnificently rakish 488 GTB. Ferrari's latest mid-engined V8 treat, it traces a line back to the Dino, although in terms of midship-V8s it all began with the car that replaced the Dino: the 308. In chronological order from that point (in 1975) to this one, the model numbers run like this: 308, 328, 348, F355, 360, F430, 458, 488.

The car you see here, however, is no ordinary 488. Sure, the model's a mighty thing in standard form – its 3.9-litre dry-sumped twin-turbo

V8 produces 661bhp in factory spec, it'll run 0-62mph in three seconds dead – but naturally this isn't a factory-spec example. We're not that sort of magazine.

So why the history lesson? Because this is one of the most mould-breaking Liberty Walk builds we've seen so far, that's why. By virtue of the fact that it almost doesn't look mould-breaking at all. With the notable absence of the usual stickers and graphics, the uninformed observer might be led to believe this is how Ferrari themselves actually built it.

Of course, you and we know better. But isn't it intriguing to find –an LB Works widebody road-racer that's... subtle? Is it mad to use that word?

OK, perhaps not subtle as such, but it certainly exudes a class and maturity you wouldn't find in, say, a baby-pink Liberty Walk GT-R. So how did all this come about?

The man with the gen is James Pearman, director of The Performance Company. Regular readers will remember him from issue 395, in which we showcased the deep-green LB Works Lamborghini Aventador that he was the puppetmaster above. This Ferrari is another customer build, masterminded by James and his team.

"Our client had first seen the new Ferrari 488 unveiled at the Geneva Motor Show," James explains. "He knew that he wanted one as soon as he saw it, so he arranged for a car to be sourced in the UK to be built by us before shipping to his home in Pakistan."

**Bespoke air-ride setup you say?
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"Would Enzo Ferrari have approved of this car? Almost certainly not"



WHO, WHAT, AND HOW MUCH?

This LB Works Ferrari 488 GTB is an official Liberty Walk Europe car, project-managed by LB-approved The Performance Company (TPC) in Wellingborough. TPC offer everything from vehicle sourcing to full bespoke project builds, working with clients to create a car to their own personal tastes. Any spec is possible, whether it's small-scale or full-custom.

So if you want TPC to build you a genuine Liberty Walk Ferrari, how much is that going to cost you? Well, you'll be looking at around £30,000 for the full body makeover, plus an additional cost for the colour change, which will depend on how extreme you want to go. Tuning options start at around £1,500 while interior, wheel and tyre options will depend on your preferences. And the top-flight AirREX suspension with the front boot install? That'll be around £7,500.

Contacts: www.libertywalk-eu.com / www.theperformance.co



*Somewhat both completely
outrageous and yet one of the
least imposing cars you'll see*



Just the 725bhp.

Yes, you read that right. He wanted his car to be built by The Performance Company. Given that the car had already been built by Ferrari, this could only mean one thing: our mysterious Pakistani chum had no intention of rolling through his hometown in a bog-standard 488. Anyone can do that. (Well, anyone with a wallet thick enough to stun a whale.) No, he wanted something fresh and unique, and he knew that TPC were the guys for the job.

This makes a lot of sense, because the Wellingborough-based outfit offer everything from vehicle sourcing to full bespoke project builds, working with clients to create a car to their own personal tastes – any spec is possible, whether it's small-scale or full-custom. And, helpfully, they're also the official face of Liberty Walk Europe, so this is no back-street chop-shop fitting kits they bought online. This is the real deal, sanctioned by Wataru Kato himself. As such, the team set about applying the aggressive LB Works widebody kit to this unsuspecting 488 with ninja force.

"It's a 2016 model, which was sourced by Tom Hartley Cars with just 900 miles on the clock, and delivered direct to Liberty Walk Europe," says James. "The build was fully completed by The Performance Company, with the bodywork and paint taken care of by Colourkraft – and, as yet, the owner hasn't seen the car in person! But with constant discussions and photos being sent back and forth, we were able to build the 488 to his precise standards with full



Blood Red leather

WILD CARD: FERRARI 488 GTB

communication at all stages. The decision was made to match the Liberty Walk kit to the original Ferrari Rosso Corsa paint, with a number of contrasting accents finished in Beluga Black."

The power's also been tweaked – because more is more – so the output has swelled from the factory 661bhp to a robust 725bhp. This was achieved by the addition of Pipercross air filters and a cat-back system from Fi Exhaust, along with mapping by Litchfield to ensure the go truly matches the show. And there's no point grafting on huge arches if they're just going to be hanging in the upper atmosphere, so the suspension needed addressing too. The Performance Company are also official dealers for AirREX, and they know their way around a bespoke air-ride setup. Yes, it'll set you back around £7,500 including the front boot install. But if you're living the sort of life that allows you to modify a new-era Ferrari, you're presumably not overly concerned by such bills. That's probably what you spent on lunch.

The future's looking bright for this understated yet outrageous widebody bruiser. It recently debuted in its shiny new form at the Autosport International show at the Birmingham NEC, taking pride of place on the Liberty Walk Europe stand, and it entertainingly confused passers-by with its whimsical ability to be simultaneously completely outrageous and, somehow, the least imposing car on the stand. Who'd have thought LB Works could do OEM+?

Perhaps OEM+++ is a more appropriate term, but it totally works for us and clearly does for all who see it too. It's unusual to find a modified car that's universally loved, but this is it (Er, aside from the old-guard Ferrari purists, who scoff at air-ride and sneer at bodykits. But sod them). And now it's ready to be boxed up in a container and shipped off to its new life in the Karachi sunshine.

Would Enzo Ferrari have approved of this car? Almost certainly not. The suspension would have annoyed him, and the colossal arch extensions would have made him shudder with horror. But then again, it's a mid-engined Ferrari road car, and he wasn't all that blown away by that idea either. Maybe the traditionalists don't know everything. Maybe it's good to learn a few new tricks. 

Custom 20in 3SDM 0.09 wheels coupled with Pirelli P Zero tyres

TECH SPEC: 488 GTB

STYLING

Liberty Walk LB Works CFRP wide-arch bodykit and lip kit; Rosso Corsa with Beluga Black accents.

TUNING

F154CB 3.9-litre twin-turbo V8; Fi Exhaust cat-back system; Pipercross air filters; 725bhp.

CHASSIS

Custom 20in 3SDM 0.09 wheels, Pirelli P Zero tyres; AirREX digital air suspension with height sensors and mobile app control; carbon-ceramic brakes.

INTERIOR

Blood Red leather.

THANKS

Colorkraft for the build and paint; 3SDM Wheels; AirREX Suspension; Litchfield for mapping; Pipercross Filters; Fi Exhaust; Meguiar's.



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MITCHELL KERR'S CLIO RS

FC says: According to the proud owner and regular FC reader Mitchell Kerr, this is the very first Liquid Yellow Clio RS on bags in the UK. Which begs the question, why hasn't someone done it before? It looks the dog's dangleys.

But the air ride suspension that tucks the 18-inch OZ Veloce alloys in the arches is only half the story. This is one very well modified little Renault.

Delve inside the eye-catching Clio and you'll see Recaro CS seats, a colour-coded cage and a classy air install. While the exterior boasts a TRC Focus ST front splitter, Maxton Designs sideskirt extensions and a raspy Scorpion exhaust.

Mitchell says it would be an honour to be featured in FC. Well consider yourself honoured. The pleasure was all ours!

SPEC: CLIO RS

MAIN MODS

Liquid Yellow; Air Lift V2 suspension; 18in OZ Veloce GT alloys; Recaro CS seats; colour-coded show cage and air tank; Brembo 4-pot brakes; TRC Focus ST splitter; Maxton Designs sideskirt extensions; Scorpion decat exhaust.





SAM WILCOX'S FIESTA ZETEC S

FC says: "My motor deserves to be featured in these hallowed pages because I have a mental passion for cars and I love reading Fast Car; it's amazing!" Thanks for the kind words Sam. Let's repay the compliment by saying some nice things about your awesome Mk6 Fiesta. We think you've nailed the stance for starters, the

Axe wheels sit perfectly in the arches and there's not an air bag in sight, just a set of coilovers you've wound down to the ground. The bonnet vents and DRL headlight definitely give this car a menacing front end and we're guessing it sounds pretty tasty with that straight-through exhaust system. Great work.

SPEC: ZETEC S

MAIN MODS

Custom straight through exhaust from Infinity Exhausts; 15in Axe wheels; Audi-style DRL headlights; Lexus-style rear lights; FK AK coilovers; bucket seats; quick release steering wheel; bonnet vents.



DEXTER JAUNCEY'S A3 S LINE

FC says: Our mate Dexter has been a very busy boy over the last five months, transforming his Audi from stock to show. In this short timeframe he's sorted the chassis with air suspension and huge Porsche stoppers, the tuning with a Milltek exhaust, Airtec FMIC and a stage 2 remap and the styling with a honeycomb grille, and aftermarket front splitter. He's now on the hunt for his fifth set of hoops as he looks to refresh

the Rotiform SPF's for something new for the 2018 show season.

Dexter reckons he's spent "hundreds if not thousands" on buying Fast Car religiously each month, and although we think this is money well spent, it is not the reason we've included it in this month's Readers' Rides. Nope, he's here through merit alone.

Beltin build, Dexter. Keep up the great work!

SPEC: A3 S LINE

MAIN MODS

Air Lift Performance suspension with V2 management; boot build; 6-pot Porsche callipers and Audi Q7 discs; honeycomb grille; front splitter; Milltek cat back exhaust system; Airtec front mount intercooler; stage 2+ map; Rotiform SPF wheels.

SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of *FC*. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (**larger than 1MB with no ghosting or logos, and you must have the photographer's permission**) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to jules.truss@kelseymedia.co.uk and we'll do the rest.

ARSE END

Quotes of the Month:



Jules: "Are you coming up here anytime soon?"

Midge: "I'm just going past Trumpington."

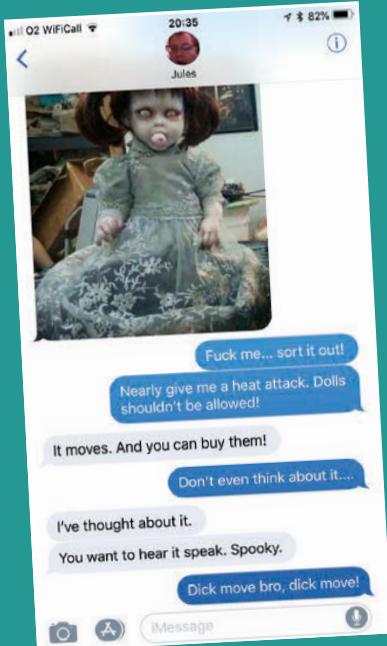
Jules: "You don't have to make shit up."

Midge: "No, really..."



Midge: "I swear to God they've got a cheese fountain."

Initial G: "I think I'm going to be sick. So wrong."



Text of the Month:
Have a guess at what **REALLY** gives our Midge the willys!



Cheers! (Again)

Last month the Little One received an insulting anonymous present and this month he's only gone and got another. Now, we don't know who keeps sending these in, but we particularly like the note questioning his masculinity and saying this item has more horsepower than his TT, ie. one (Yes, we did get it thanks - Midge). Genius. He's getting all freaked out now, so you know what to do. Keep 'em coming...



FC Nutritional Advice, Pt. 3

As promised, here's more nutritional advice from our (now four-time) Slimming World Slimmer of the Week, Mr Slim Jules.

If you're going to a show, or working away, you don't have to hit the burger vans as soon as you start getting peckish. No, grab yourself one of these cooler boxes instead, and take your lunch (along with a selection of healthy snacks) with you. Remember kids, willpower is everything!

Cheers for that Jules. Next month: what you're allowed to have for dinner.

More FC Manliness

Ridiculously sleepy, large-footed, having the ability to talk your ears off for quite literally hours in a single sitting. There's plenty that our Glenda T'm a real man with a beard' Rowswell can be accused of. Still, at least being a little on the camp side isn't one of them... Oh, hang on...



TOP 5 VIDEOS

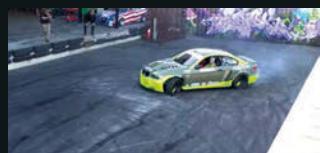
CHECK OUT MORE @ WWW.FASTCAR.CO.UK



KANJO NIGHTS – THE LOOP!
There's no doubt about it, this has to be one of our all-time favourite videos from the land of Japan. Welcome to The Loop, people! (You're welcome.)
www.fastcar.co.uk/videos/kanjo-nights



WÖRTERSEE TOUR 2018
If you're a German Car fan and you die, you don't go to heaven, you go to Wörthersee! Proper fatherland-style epicness in, er, Austria.
www.fastcar.co.uk/videos/worthersee-tour-2018



COMPOSITE BEEMER
Remember this amazing lightweight drift Bimmer from our SEMA report some months back? We certainly do. Here's what happens when 1,000bhp shifts it along.
www.fastcar.co.uk/videos/1000bhp-carbon-fibre-bmw-e92



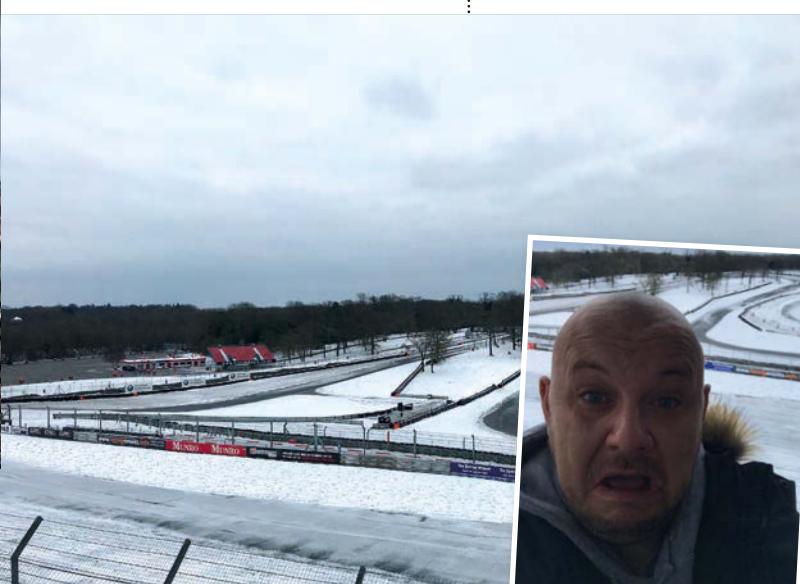
The Irony...

What the feck? We're not sure if there's been some sort of fitness revolution going on in Bath since we left, but it's somewhat ironic that our favourite KFC has been transformed into a temple of all things, er, not very KFC. Mind you, since we're not there anymore, it kind of makes sense.



Awwwe

There's only one rule here at FC, and that's never leave any of the team anywhere near where you keep your old photos, if you don't want them being published throughout world. On that note, here's a picture of Midge we found from when he had all his own hair and teeth. You can tell it's him by the dodgy sailor suit... which he still wears. Awwwe.



Skiving Off, Pt. 4

Normally when we get a text saying "Track day cancelled - going to pub" we'd be mighty suspicious there's some typical Midge skiving going on. This time though, we'll let him off. Although he could have stopped being a tart and put his winter tyres on.



STANCE WARS LAS VEGAS

What's that you say? A load of amazing stanced motors hitting the road in Sin City, in good ol' US of A? You don't have to tell us twice!

www.fastcar.co.uk/fast-car-news/stance-wars-las-vegas-2018



MAD MIKE DRIFTS DENMARK

They don't call Mike Whiddett 'Mad' for nowt. Here he is drifting a 1,200bhp MX-5 around the streets of Denmark. We bet the local council was chuffed, like.

www.fastcar.co.uk/videos/mad-mike-drifts-denmark

Quiz results from page 8:

WORD SEARCH:

Corsa, Vectra, Omega, Astra, Signum, Calibra, Zafira and Nova

- Q1) Messer ME03-3
- Q2) Audi TT RS
- Q3) Lexus LFA



R	C	A	L	I	B	R	A	N	C	Y	F
F	U	V	D	H	S	I	G	N	U	M	B
Z	U	E	D	B	I	V	G	E	J	M	W
A	M	C	V	G	T	Y	A	T	F	H	E
F	S	T	Z	V	Q	D	M	D	T	H	K
I	K	R	Z	H	B	N	C	N	L	X	I
R	D	A	Y	B	B	E	O	U	O	V	H
A	A	S	T	R	A	I	Z	M	F	V	M
P	V	D	I	V	H	L	E	I	E	O	A
L	C	B	L	M	O	E	G	W	O	G	V
X	D	F	Q	Y	Q	W	I	F	V	T	A
B	Y	V	(C)	O	R	S	A	E	D	S	S

BLAST FROM THE PAST ISSUE 344 — JULY 2014

In this very issue four years and 52 issues ago...

- Claire's awesome widebody S2K got us all weak at the knees. And not for the first time.
- Jules got to drive Litchfield's 1135bhp GT-R, and Midge got to test some wheel cleaners. Sounds fair to us.
- We take in Heaven on Wheels and Dubai's mental Liwa Festival. There can't be two more different events on the planet. Both awesome.
- Not many people could pull off the full JDM treatment on a MK2 Golf, but this one easily smashes it.
- Lazlow's Mk6 fiesta proved once and for all that all baby Fords should have turbos.
- It may look like a super-clean classic Bug, and to be fair it is, but there's also a 2.2 Subaru lump in the back. Madness!



NEXT MONTH IN FAST CAR* THERE'S AN ...

... Awesome Audi!



Out There

Wörthersee: We hit Austria for some dope VAG action

Mod Nats: The UK's craziest show weekender is here

Plus

Product tests, Posters, Fast Projects, and loads more



Feature Cars

Epic EP3 Civic

600BHP 1 Series

Boosted Infiniti G37

Fiesty Fiesta

Top 10...

300+bhp cars for under 5k

Before & After

We head to Meguiar's and transform the world's dirtiest Evo VIII.

Bumper
132-page
Issue
TRAX Donington
Show Guide

#397 On Sale Friday 22 June

*Subject to change because we might get lost on our way back from Wörthersee

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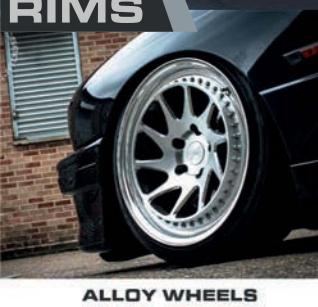
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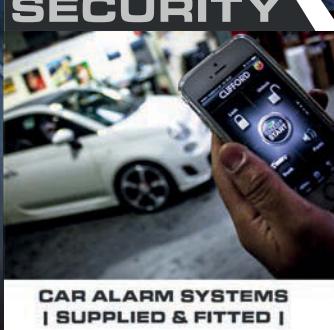
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- Donald Trump



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